



City of Raleigh Planning Commission Committee of the Whole Agenda

Date: Tuesday, January 3, 2017 at 9:00 a.m.

Location: Raleigh Municipal Building
222 W. Hargett Street
Room 201 – City Council Chamber
Raleigh, North Carolina

For information call 919-996-2626

The following items will be discussed during the meeting:

- | | |
|---|--|
| Z-22-16 | <p>This is a request to rezone 2.6 acres on the east side of Six Forks Road, approximately 830' south of Featherstone Drive. The request would rezone the property from Residential-4 (R-4) to Commercial Mixed Use-3 stories-Conditional Use-Parking Limited (CX-3-CU-PL). Conditions (dated 11/23/16) would:</p> <ol style="list-style-type: none">1. Limit uses to those in R-4 plus Self-Service Storage.2. Require pole-mounted lighting to be full cutoff.3. Not allow power or plumbing in storage units.4. Provide a transit easement, pad, and shelter.5. Require 20' setbacks from adjoining lots. |
| Z-39-16 | <p>This is a request to rezone approximately 2.5 acres on the east side of Green Acres Lane, approximately 620' north of N. New Hope Road. The request would rezone the property from Residential-10 (R-10) to Industrial Mixed Use-Three Stories-Conditional Use (IX-3-CU). Conditions (dated 12/12/19) include:</p> <ol style="list-style-type: none">1. Uses limited to vehicle parking, the use of an existing building for storage, and uses allowed in R-10.2. No public address or other amplified sound will be located on the property.3. In addition to landscaping required by the UDO, Leyland Cypress or similar evergreen trees will be planted along a portion of the northern property line.4. A fence will be erected along the southern, eastern, and northern property lines.5. No lighting will be placed more than 24' above grade. |
| Design Guidelines for Raleigh Historic Districts | <ol style="list-style-type: none">1. Review and recommendation to Council regarding the RHDC-approved update to the <i>Design Guidelines for Raleigh Historic Districts and Landmarks</i>.2. Text Change proposal associated with the change in name of the <i>Design Guidelines</i>. The document is <i>Design Guidelines for Raleigh Historic Districts and Landmarks</i>. |

**Southern
Gateway
Corridor
Study**

On December 6, 2016 City Council referred the project report and associated comprehensive plan amendments for Planning Commission review and recommendation. The report and amendments are the outcome of an 18-month planning and public engagement process which commenced spring 2015.

The November 2016 draft plan report incorporates revisions to the August public review draft to address public comments.

The report provides a vision and recommendations that:

- Establish a development strategy that maximizes the study area's economic potential.
- Develop an attractive image and character that protects, enhances, and transforms the corridor.
- Improve transportation and transit to address local interconnectivity while continuing to serve a regional role.
- Improve connections to the Capital Area Greenway System.

Pending items not scheduled for discussion at this meeting:

Cameron Village and Hillsborough Street Area Plans (February 7, 2017)



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information: Z-22-16 – Six Forks Road

<i>Location</i>	Six Forks Road, east side, north of Farrington Drive Address: 7930 Six Forks Road PIN: 1707485597
<i>Request</i>	Rezone property from Residential-4 (R-4) to Commercial Mixed Use-3 stories-Conditional Use-Parking Limited (CX-3-CU-PL)
<i>Area of Request</i>	2.6 acres
<i>Property Owner</i>	Caplan Investments LLC 404 Seasons Drive Raleigh, NC 27614
<i>Applicant</i>	Michael Birch, Morningstar Law Group: (919) 590-0388, mbirch@morningstarlawgroup.com
<i>Citizens Advisory Council (CAC)</i>	North: Michael O'Sullivan, Chairperson; (919) 302-7557, mjo78@nc.rr.com
<i>PC Recommendation Deadline</i>	March 13, 2017

Comprehensive Plan Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the 2030 Comprehensive Plan.

Future Land Use Map Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the Future Land Use Map.

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Office & Residential Mixed Use
<i>URBAN FORM</i>	Center: (n/a) Corridor: Transit Emphasis (Six Forks Road) Within ½-Mile Transit Buffer: (n/a)
<i>CONSISTENT Policies</i>	Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 6.4 - Bus Stop Dedication Policy T 4.15 - Enhanced Rider Amenities
<i>INCONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU - 4.9 Corridor Development

Summary of Proposed Conditions

1. Uses limited to R-4 plus Self-Service Storage.
2. Pole-mounted light fixtures will be full cutoff.
3. For self-storage units, no electrical power or plumbing permitted.
4. Transit easement, pad, and shelter provided.
5. Setbacks from adjoining lots will be 20' unless UDO requires an additional setback.

Public Meetings

<i>Neighbor Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
6/23/16	8/16/16 9/20/16 (Y-28, N-4)	12/13/16 1/3/17 (Committee of the Whole)		

Attachments

1. Staff report
2. Traffic Study Worksheet
3. Proposed zoning conditions

Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings & Reasons</i>	
<i>Motion and Vote</i>	

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

Planning Director

Date

Planning Commission Chairperson

Date

Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



Zoning Staff Report – Z-22-16

Conditional Use District

Case Summary

Overview

The proposal seeks to rezone a 2.6-acre site on Six Forks Road to allow nonresidential development, specifically Self-Service Storage. The request is for Commercial Mixed Use-3 stories-Conditional Use-Parking Limited (CX-3-CU-PL). Conditions would restrict uses to those in the current zoning category of Residential-4 plus Self-Service Storage. The parcel currently is undeveloped and fully wooded.

Surrounding properties are also zoned and used for residential use, but represent a variety of building forms, site designs, and zoning districts. To the north is the 266-unit Bainbridge apartment complex, a grouping of three- and four-story buildings and associated surface parking on 10.65 acres. Zoning is RX-4-CU. To the east and south are the 174-unit Sterling Forest apartments, consisting of thirty two-story buildings on 17.4 acres, mainly zoned R-10 but with a 1-acre wedge of R-4 between that tract and the Bainbridge parcel. To the west, across Six Forks Road from the site, are townhouses in an R-6 zone.

In terms of the Future Land Use Map, the eastern side of Six Forks Road (including the subject property and adjacent properties to the north and south) is designated for Office and Residential Mixed Use. The western side of this portion of Six Forks Road is designated as Moderate Density Residential.

The property is adjacent to a Transit Emphasis Corridor (Six Forks Road) designated on the Urban Form Map; there are no other Urban Form Map designations relevant to the request. The requested zoning includes Parking Limited frontage, which is consistent with that designation.

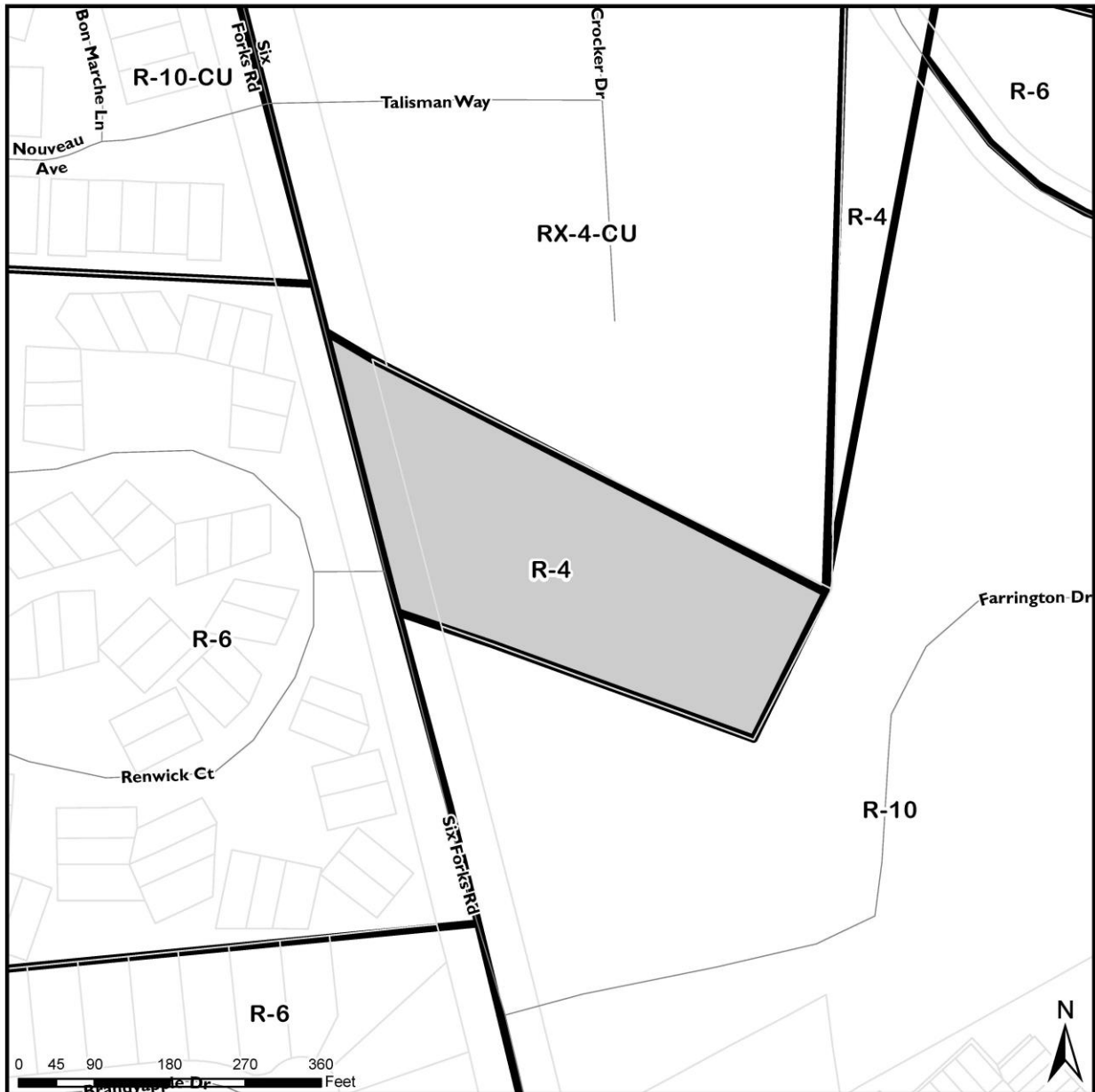
In addition to limiting uses, conditions would: require pole-mounted light fixtures to be full cutoff and no more than 25' high; provide a transit easement, pad, and shelter; and provide 20' setbacks from adjoining properties.

Outstanding Issues

<i>Outstanding Issues</i>	1. The request is inconsistent with the Future Land Use Map.	<i>Suggested Mitigation</i>	1. Revise the request to prohibit the Self-Service Storage use and include uses consistent with the FLUM.
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Existing Zoning Map

Z-22-16



**Submittal
Date**

7/1/2016

Request:

2.6 acres from
R-4
to **CX-3-PL-CU**

VICINITY MAP



Map Date: 7/5/2016

Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	Residential-4	Residential Mixed Use-4 stories-Conditional Use	Residential-10	Residential-10	Residential-6
<i>Additional Overlay</i>	(n/a)	(n/a)	(n/a)	(n/a)	(n/a)
<i>Future Land Use</i>	Office & Residential Mixed Use	Office & Residential Mixed Use	Office & Residential Mixed Use	Office & Residential Mixed Use	Moderate Density Residential
<i>Current Land Use</i>	Vacant (wooded)	Multi-Unit Living	Multi-Unit Living	Multi-Unit Living	Townhouses
<i>Urban Form (if applicable)</i>	Center: (n/a) Corridor: Transit Emphasis	Center: (n/a) Corridor: Transit Emphasis	Center: (n/a) Corridor: Transit Emphasis	Center: (n/a) Corridor: (n/a)	Center: (n/a) Corridor: Transit Emphasis

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	4 DUs/ acre (max. 10)	4 DUs/ acre (max. 10)
<i>Setbacks:</i>		<i>Parking Limited frontage:</i> 50% of bldg. w/n 0' to 100'
<i>Front:</i>	20	<i>General Building build-to:</i> 20'
<i>Side:</i>	10'	20'
<i>Rear:</i>	30'	20'
<i>Retail Intensity Permitted:</i>	(not permitted)	(not permitted)
<i>Office Intensity Permitted:</i>	(not permitted)	(not permitted)

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	2.6	2.6
<i>Zoning</i>	R-4	CX-3-CU-PL
<i>Max. Gross Building SF</i>	(n/a)	198,866
<i>Max. # of Residential Units</i>	10	10
<i>Max. Gross Office SF</i>	(not permitted)	(not permitted)
<i>Max. Gross Retail SF</i>	(not permitted)	(not permitted)

<i>Max. Gross Industrial SF</i>	<i>(not permitted)</i>	198,866**
<i>Potential F.A.R.</i>	<i>(n/a)</i>	1.76

**The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.*

***Self-storage uses only.*

The proposed rezoning is:

☐ **Compatible** with the property and surrounding area.

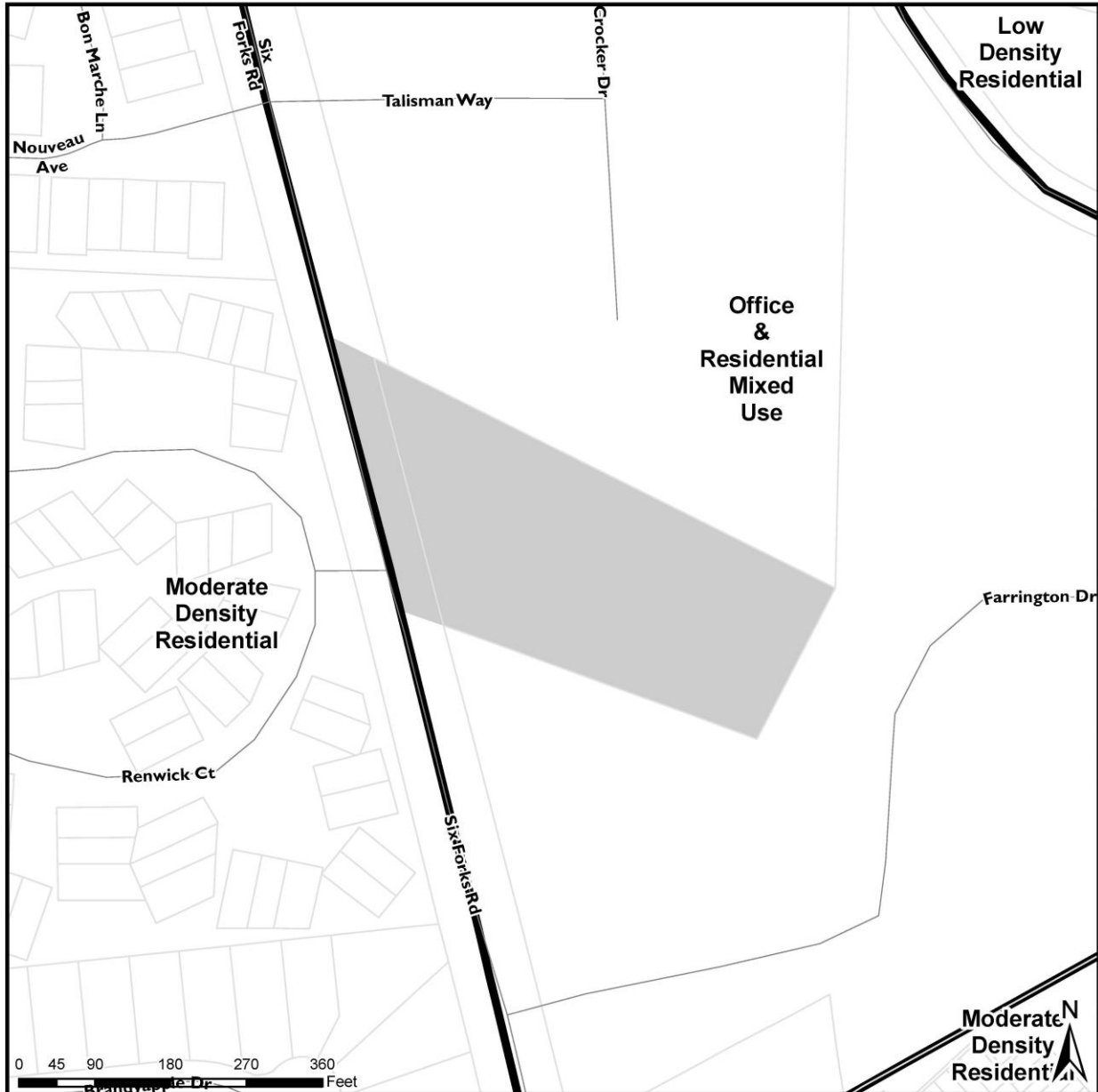
☒ **Incompatible.**

Analysis of Incompatibility:

The proposal would limit allowed uses to those in R-4, plus Self-Service Storage. The surrounding area is entirely residential. Self-Service Storage is allowed in only a handful of zoning districts (CX, DX, IX, IH) due to its impact on adjoining areas. While some proposed conditions address impact on adjacent residential areas, they do not fully address all potential impacts of this use, including lighting, noise, and other impacts.

Future Land Use Map

Z-22-16



**Submission
Date**

7/1/2016

Request:

2.6 acres from
R-4
to **CX-3-PL-CU**

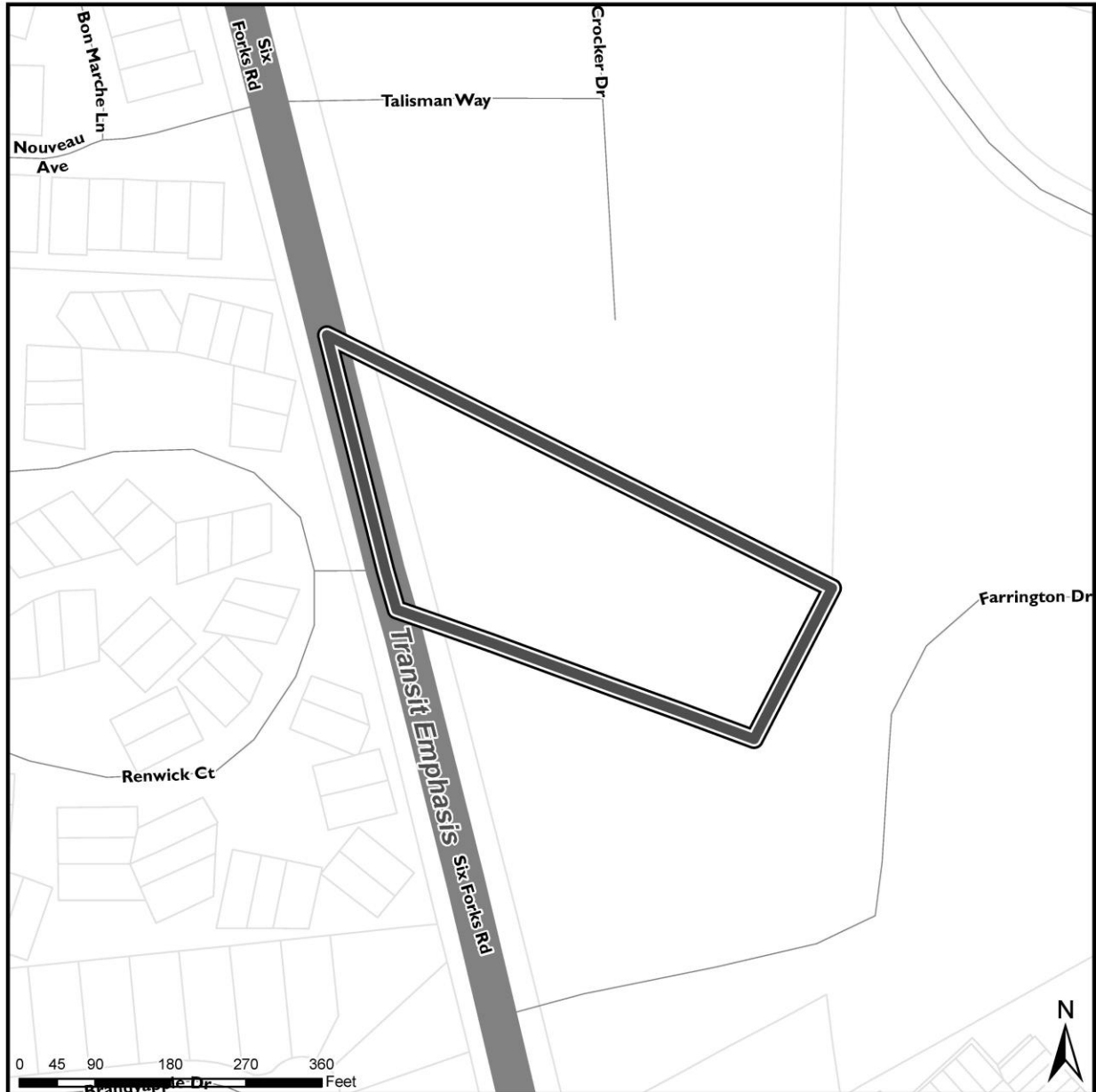
VICINITY MAP



Map Date: 7/5/2016

Urban Form Map

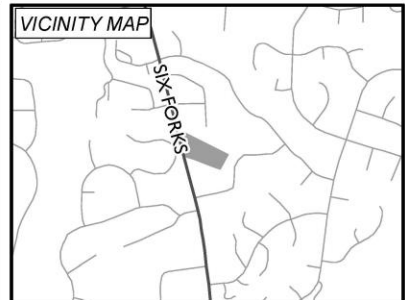
Z-22-16




Submittal Date
 7/1/2016

Request:

2.6 acres from
 R-4
 to CX-3-PL-CU



Map Date: 7/5/2016

2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- A. Overall the proposal is inconsistent with the Comprehensive Plan. The proposed Self-Service Storage use is not envisioned on the Future Land Use Map. The establishment of a low-activity use along a Transit Emphasis Corridor is counter to the theme of Coordinating Land Use and Transportation. However, the Parking Limited frontage is consistent with the Transit Emphasis Corridor designation of Six Forks Road.
- B. The proposed zoning of CX, even with conditions, would allow a use, Self-Service Storage, not envisioned by the Future Land Use Map in this area. The FLUM designates the area as Office and Residential Mixed Use, while Self-Service Storage is not permitted in the equivalent zoning district.
- C. Self-Service Storage could service residential and office uses, but it need not be located in a residential or office area to do so. It is not clear that self-service storage could be established without adversely altering recommended land use for the area. To the extent the property is developed with Self-Service Storage, the opportunity to add residences or office uses along a Transit Emphasis Corridor is removed.
- D. As Self-Service Storage creates minimal impact on infrastructure, existing facilities and streets are sufficient.

2.2 Future Land Use

Future Land Use designation: Office & Residential Mixed Use

The rezoning request is:

☐ **Consistent** with the Future Land Use Map.

☒ **Inconsistent**

Analysis of Inconsistency:

The site is in an area designated as Office and Residential Mixed Use, with Office Mixed Use (OX) being the closest zoning category. The proposed Commercial Mixed Use (CX) zoning, even with conditions, would allow a use (Self-Service Storage) not contemplated in that category.

2.3 Urban Form

Urban Form designation: Center: (none)
Corridor: Transit Emphasis

☐ **Not applicable** (no Urban Form designation)

The rezoning request is:

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**
Analysis of Inconsistency:

(N/A)

2.4 Policy Guidance

The rezoning request is **consistent** with the following policies:

Policy LU 2.6 – Zoning and Infrastructure Impacts. Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

The rezoning would not create burdens on transportation or other infrastructure.

Policy LU 6.4 – Bus Stop Dedication. The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.

Policy T 4.15 – Enhanced Rider Amenities Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.

A transit easement and shelter are offered among the proposed conditions.

The rezoning request is **inconsistent** with the following policies:

Policy LU 1.2 – Future Land Use Map and Zoning Consistency. The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

The request is not consistent with the Comprehensive Plan's Future Land Use Map, which envisions the area as Moderate Density Residential.

Policy LU 4.9 Corridor Development. Promote pedestrian-friendly and transit-supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

Six Forks Road is designated as a multi-modal corridor on the Growth Framework Map. By allowing an Industrial use, Self-Service Storage, that generates relatively low activity, though it has impacts in other ways, and restricting development otherwise to R-4, the request does not promote a transit-supportive development pattern along a multi-modal corridor.

2.5 Area Plan Policy Guidance

The rezoning request is **inconsistent** with the following Area Plan policies:

N/A. No Area Plan exists in this area.
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3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The rezoning could provide additional storage space for residents and business owners.

3.2 Detriments of the Proposed Rezoning

- The proposed rezoning includes uses not envisioned by the Future Land Use Map. These uses may shape future development in a way not envisioned by the Map and Plan.

4. Impact Analysis

4.1 Transportation

The site is located on the east side of Six Forks Road, approximately 1/2 mile north of Sawmill Road. Six Forks Road (SR 1005) is maintained by the NCDOT. Six Forks Road is classified as a major street in the UDO Street Plan Map (Avenue, 6-Lane, Divided). This segment of Six Forks Road currently has a five-lane cross section with curbs and sidewalks on both sides.

There are no City of Raleigh CIP projects or state STIP projects planned for Six Forks Road in the vicinity of the Z-22-2016 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. There are no public street stubs abutting the northern, eastern or southern boundaries of the Z-22-2016 parcel.

Site access will be limited to Six Forks Road. The number and arrangement of driveways shall be in accordance with "Policy on Street and Driveway Access to North Carolina Highways," as adopted and amended by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-3 zoning is 3,000 feet. The block perimeter for Z-22-2016, as defined by public rights-of-way for Six Forks, Featherstone Drive, Mourning Dove Road and Crown Oaks Drive is 7,125 feet.

The existing parcel is vacant and generates no traffic. Conditions have been submitted that effectively limit the potential land uses to residential apartments or a self-storage facility. Approval of case Z-22-2016 would increase average peak hour trip volumes by approximately 40 veh/hr in the PM peak; daily trip volume will increase by less than 400

veh/day. The nearby intersections of Six Forks/Featherstone and Six Forks/Nouveau both have a severity index equal to exactly 8.40. There were three (3) recorded crashes at Six Forks/Featherstone between July 1, 2011 and June 30, 2016. There was one (1) recorded crash at Six Forks/Nouveau during this same period. There were no fatal crashes. Given the crash volume and the relatively small change in daily and peak hour trips, Transportation Planning staff waives the required traffic study for case Z-22-2016.

Z-22-2016 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-22-2016 Current Zoning Entitlements (Residential SF Detached)	Daily	AM	PM
	126	17	13
Z-22-2016 Proposed Zoning Maximums (Mini-Warehouse/ Self Storage)	Daily	AM	PM
	497	28	52
Z-22-2016 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	371	11	39

Impact Identified: Block perimeter exceeds maximum allowed for CX-3 zoning.

4.2 Transit

This property is located along Six Forks Road, which is a Transit Emphasis Corridor. Currently, this area is served by GoRaleigh Route 8 Six Forks. Both the City of Raleigh Short Range Transit Plan and the Wake County Transit Plan anticipate increased service in this corridor.

The offer of a transit easement and shelter installation is acceptable and supports several transit-related Comprehensive Plan policies.

Impact Identified: Slightly greater demand for transit. This is addressed by the provision of a transit easement and shelter.

4.3 Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Mine
<i>Stormwater Management</i>	Article 9.2 UDO
<i>Overlay District</i>	None

Impact Identified: No impacts identified. No floodplain or buffers on site.

4.4 Public Utilities

	<i>Maximum Demand (current use)</i>	<i>Maximum Demand (current zoning)</i>	<i>Maximum Demand (proposed zoning)</i>
<i>Water</i>	0 gpd	5,200 gpd	36,875 gpd
<i>Waste Water</i>	0 gpd	5,200 gpd	36,875 gpd

The proposed rezoning would add approximately 36,875 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

Impact Identified: At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.

Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

4.5 Parks and Recreation

There are no existing or proposed greenway corridors, trails, or connectors on or adjacent to this site. Nearest trail access is Mine Creek Trail, 0.8 miles. Recreation services are provided by Baileywick Park, 2.5 miles.

Impact Identified: None.

4.6 Urban Forestry

This property is 2.6 acres in size, is completely wooded, and is therefore subject to the City of Raleigh's tree conservation laws found in UDO Article 9.1. The proposed Parking Limited frontage would prevent the designation of a primary tree conservation area along Six Forks Road.

Impact Identified: The proposed Parking Limited frontage would eliminate the potential of a Tree Conservation area along Six Forks Road. Required Tree Conservation areas will need to be met elsewhere on site.

4.7 Designated Historic Resources

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks or properties listed on the National Register of Historic Places.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

Located on a corridor with growing demand for transit.

A Tree Conservation area may be unable to be met along Six Forks Road due to the inclusion of the Parking Limited frontage.

4.10 Mitigation of Impacts

A transit easement and shelter are offered.

Meet Tree Conservation requirements elsewhere on site if necessary

5. Conclusions

The request is consistent with the Urban Form Map and policies that encourage the provision of transit amenities.

However, the request is inconsistent with the Future Land Use Map, which envisions the area as Moderate Density Residential; the request would allow a use, Self-Service Storage, that is allowed only in CX, DX, IX, and IH districts. Additionally, the request, by restricting development only to Self-Service Storage and R-4 uses, does not promote a transit-supportive development pattern along a multi-modal corridor.

Z-22-2016 Existing Land Use (Vacant)		Daily	AM	PM
		0	0	0
Z-22-2016 Current Zoning Entitlements (Residential SF Detached)		Daily	AM	PM
		126	17	13
Z-22-2016 Proposed Zoning Maximums (Mini-Warehouse/ Self Storage)		Daily	AM	PM
		497	28	52
Z-22-2016 Trip Volume Change (Proposed Maximums minus Current Entitlements)		Daily	AM	PM
		371	11	39
Z-22-2016 Traffic Study Worksheet				
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)		
A	Peak Hour Trips \geq 150 veh/hr	No, the change in average peak hour trip volume is 39 veh/hr		
B	Peak Hour Trips \geq 100 veh/hr if primary access is on a 2-lane road	No		
C	More than 100 veh/hr trips in the peak direction	No		
D	Daily Trips \geq 3,000 veh/day	No, the change in average daily trip volume is 371 veh/day		
E	Enrollment increases at public or private schools	Not Applicable		
6.23.5	Site Context	Meets TIA Conditions? (Y/N)		
A	Affects a location with a high crash history [Severity Index \geq 8.4 or a fatal crash within the past three years]	Yes, the intersections of Six Forks/Featherstone and Six Forks/Nouveau both have a severity index equal to exactly 8.40. There were three (3) recorded crashes at Six Forks/Featherstone between July 1, 2011 and June 30, 2016. There was one (1) recorded crash at Six Forks/Nouveau during this same period. Given the relatively small change in daily and peak hour trips, Transportation Planning staff waives the required traffic study for case Z-22-2016.		
B	Takes place at a highly congested location [volume-to-capacity ratio \geq 1.0 on both major street approaches]	No		
C	Creates a fourth leg at an existing signalized intersection	No		
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No		
E	Access is to/from a Major Street as defined by the City's Street Plan Map	Yes, Six Forks Road is a major street (Avenue, 6-Lane, Divided)		
F	Proposed access is within 1,000 feet of an interchange	No		
G	Involves an existing or proposed median crossover	No		
H	Involves an active roadway construction project	No		
I	Involves a break in controlled access along a corridor	No		
6.23.6	Miscellaneous Applications	Meets TIA Conditions? (Y/N)		
A	Planned Development Districts	No		
B	In response to Raleigh Planning Commission or Raleigh City Council concerns	None received by Transportation Planning as of December 8, 2016		

Conditional Use District Zoning Conditions		
Zoning Case Number: Z-22-16		OFFICE USE ONLY Transaction #
Date Submitted: November 23, 2016		
Existing Zoning: <u>R-4</u>	Proposed Zoning: <u>CX-3-PL-CU</u>	
NARRATIVE OF ZONING CONDITIONS OFFERED		
<p>1. The uses permitted on the property shall be limited to the following principal uses as listed in the Allowed Principal Use Table (UDO section 6.1.4.): (i) those uses permitted in the R-4 district that are also permitted in the CX district, provided, that when a use is allowed as a permitted use, as a limited use or as a special use in the R-4 district and that use is allowed with a different approval process in the CX district, the more restrictive approval process shall apply; and (ii) self-service storage use described in UDO section 6.5.5.</p>		
<p>2. Poles for free-standing lighting shall not exceed twenty-five (25) feet in height, and all pole-mounted light fixtures shall be full cutoff design.</p>		
<p>3. Prior to recordation of a subdivision plat or issuance of a building permit for new development, whichever event first occurs, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of each transit easement, the dimensions (not to exceed 15 feet in depth or 20 feet in width) and location of the easement shall be approved by the Public Works Department and the easement document approved by the City Attorney's Office. If, prior to issuance of the first building permit for new development, the Public Works Department requests one or more of the following improvements to be constructed within the transit easement, then such shall be constructed prior to the first certificate of occupancy, with construction plans approved by the Public Works Department: (i) a cement pad measuring no greater than 15'x20', (ii) a cement landing zone parallel to the street between the sidewalk and back-of-curb measuring no more than 30', (iii) a sleeve for installation of a 2"x2' post, and (iv) an ADA-accessible shelter and litter container.</p>		
<p>4. For a self-service storage use, individual storage units shall not be serviced by electrical outlets or plumbing, but this shall not prevent the installation of overhead lighting within individual storage units.</p>		
<p>5. Unless a more stringent standard is required by the UDO, a Type C2 street protective yard shall be provided along Six Forks Road.</p>		
<p>6. Unless a more stringent standard is required by the UDO, a minimum building setback of twenty (20) feet shall be provided from the following two lots: (i) Lot 1 on plat recorded in Book of Maps 2012, Page 1126, Wake County Registry and (ii) that parcel described in deed recorded in Book 16227, Page 204, Wake County Registry.</p>		
<p>7.</p>		
<p>8.</p>		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature _____ Print Name _____

2-22-16

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # <u>462264</u> JUL 1 2016 PM 3:45
Existing Zoning Classification: <u>Residential-4</u>			
Proposed Zoning Classification Base District: <u>CX</u> Height: <u>-3</u> Frontage: <u>-PL</u>			
If the property has been previously rezoned, provide the rezoning case number: <u>Not Applicable</u>			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
462264			

GENERAL INFORMATION			
Property Address: 7930 Six Forks Road			Date: <u>June 28, 2016</u>
Property PIN: 1707-48-5597		Deed Reference (book/page): DB 6750, PG 813	
Nearest Intersection: Six Forks Road, between Crown Oaks Dr. and Featherstone Dr.			Property Size (acres): 2.6 acres
Property Owner/Address: Caplan Investments LLC 404 Seasons Drive Raleigh, NC 27614	Phone	Fax	
	Email		
Project Contact Person/Address: Michael Birch, Morningstar Law Group 1330 St. Mary's Street, Suite 460 Raleigh, NC 27605	Phone: 919.590.0388	Fax	
	Email: <u>mbirch@morningstarlawgroup.com</u>		
Owner/Agent Signature <u>[Signature]</u>	Email		

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

REZONING APPLICATION ADDENDUM

Comprehensive Plan Analysis

The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.

OFFICE USE ONLY

Transaction #

462 264

Rezoning Case #

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

1. The property is designated "Office & Residential Mixed Use" on the Future Land Use Map (FLUM). Although the FLUM notes the general recommended future use for a property, the Comprehensive Plan emphasizes that other types of uses may be compatible with the FLUM guidance even though such use is not expressly listed in the FLUM category description. Additionally, the Comprehensive Plan notes that the FLUM categories should not be interpreted to preclude a use without consideration of the policies and intent of the Comprehensive Plan. The rezoning request for CX, subject to the proposed conditions, would allow uses permitted in the OX district and a self storage use. The self storage use functions similar to an office use but with substantially less impact on surrounding properties and the transportation infrastructure. Based on the foregoing, and the rezoning request's consistency with key Comprehensive Plan policies noted below, the rezoning request is consistent with the FLUM.

2. The property fronts along Six Forks Road, which is designated a Transit Emphasis Corridor on the Urban Form Map. Based on the FLUM designation and the designation of Six Forks Road, the property is within a Core/Transit area for purposes of determining the appropriate height. Table LU-2 "Recommended Height Designations" provides that a maximum building height of seven stories is appropriate on the property. The rezoning request is consistent with the Comprehensive Plan height guidance.

3. The rezoning request is consistent with the following policies: LU 3.2, LU 5.2, LU 5.4, LU 5.5, LU 5.6, LU 7.3 and LU 7.4. First, the rezoning will facilitate development of a vacant lot within the City limits, consistent with LU 3.2. Second, the rezoning request would facilitate development of a lot along a major street that is not appropriate for single-family use, consistent with the FLUM guidance and policy LU 7.3. Third, the rezoning request parameters provide for an appropriate use and height transition to adjoining properties, consistent with policies LU 5.2, 5.4, 5.5, 5.6 and 7.4.

4. The property fronts along Six Forks Road, which is designated a Transit Emphasis Corridor on the Urban Form Map. This guidance encourages the application of a hybrid frontage type. The rezoning request proposes to apply the Parking Limited frontage standard, consistent with this guidance.

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1. The rezoning request benefits the public by facilitating development of a property for a use that is consistent with the Future Land Use Map, adjacent to properties similarly designated on the Future Land Use Map.

2. The rezoning request benefits the public by permitting uses that serve the needs and demands of nearby residents, thereby reducing the potential for vehicle-miles-traveled to access such uses permitted by the rezoning.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response: The rezoning request permits residential and office uses, consistent with this guideline.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response: The property is not adjacent to lower density neighborhoods.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response: There are no public streets other than Six Forks Road with which the property can connect.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response: Redevelopment of the property will be subject to the UDO block perimeter and connectivity standards, which are consistent with this guideline.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response: Redevelopment of the property will be subject to the UDO block perimeter standards, which are consistent with this guideline.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which are consistent with this guideline.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which are consistent with this guideline.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response: The property is not located at a street intersection.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which are consistent with this guideline.</p>

15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response: No parking structures are contemplated as part of this development.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response: The property is within walking distance to the transit stops at Six Forks Road and Renwick Court (southbound) and Six Forks Road and Farrington Drive (northbound), which are part of the Six Forks (Route 8) line, consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which are consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response: There are no known sensitive environmental areas on the property.</p>
20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response: Streets and sidewalks will be provided in accordance with the UDO.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response: Streets and sidewalks will be provided in accordance with the UDO.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response: Street trees and streetscape elements will be provided in accordance with the UDO.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which imposes a coverage within the build-to standard that is consistent with this guideline.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response: The rezoning applies the Parking Limited frontage standards, which requires primary building entrances facing the public street with pedestrian connections between the building entrances and public sidewalk, all consistent with this guideline.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response: The future buildings will comply with the applicable building and frontage standards, consistent with this guideline.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response: Sidewalks will be provided in accordance with the UDO.</p>

462264
7-22-16

REZONING OF PROPERTY CONSISTING OF +/- 2.6 ACRES
LOCATED ON THE EAST SIDE OF SIX FORKS ROAD, SOUTH OF THE INTERSECTION
WITH FEATHERSTONE WAY, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS
ON JUNE 23, 2016

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Thursday, June 23, 2016, at 6:30 p.m. The property considered for this potential rezoning totals approximately 2.6 acres, located on the east side of Six Forks Road, south of the intersection with Featherstone Way, in the City of Raleigh, having Wake County Parcel Identification Number 1707-48-5597. This meeting was held at the Anne Gordon Center for Active Adults at Millbrook Exchange Park, which is located at 1901 Spring Forest Road, Raleigh, NC 27615. All owners of property within 100 feet of the subject properties were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A

NEIGHBORHOOD MEETING NOTICE



Michael Birch | Partner
1330 St. Mary's Street, Suite 460
Raleigh, NC 27605

919-590-0388
mbirch@morningstarlawgroup.com
www.morningstarlawgroup.com

To: Neighboring Property Owner

From: Michael Birch

Date: June 13, 2016

Re: Notice of meeting to discuss potential rezoning of parcel located on the east side of Six Forks Road, south of the intersection with Featherstone Way, containing approximately 2.6 acres, with the address of 7930 Six Forks Road and having Wake County PIN 1707-48-5597 (the "Property").

We are counsel for a developer that is considering rezoning the Property. The Property is currently zoned Residential-4, and the proposed rezoning is for Commercial Mixed Use with a three-story building height limit (CX-3).

You are cordially invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Thursday, June 23, 2016 at 6:30 p.m. This meeting will be held at the Anne Gordon Center for Active Adults, which is located at 1901 Spring Forest Road, Raleigh, NC 27615, near the Millbrook Exchange park.

This meeting is required by the City of Raleigh and is intended to afford neighbors an opportunity to ask questions about the potential rezoning and for the applicant to obtain suggestions and comments you may have about it. You are not required to attend, but are certainly welcome. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at (919) 590-0388 or mbirch@morningstarlawgroup.com.

EXHIBIT B

LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

CHADWICK TOWNHOMES
ASSOCIATION INC
PO BOX 97427
RALEIGH NC 27624-7427

DODD RENTAL PROPERTIES LLC
8811 CYPRESS LAKES DR # B310
RALEIGH NC 27615-2127

CAPLAN INVESTMENTS LLC
404 SEASONS DR
RALEIGH NC 27614-9507

NP SIX FORKS LLC
MARVIN F POER & COMP
3520 PIEDMONT RD NE STE 410
ATLANTA GA 30305-1512

STERLING FOREST ASSOCIATES LLC
LINCOLN PROPERTY COMPANY
200 FAIRBROOK DR STE 101
HERNDON VA 20170-5283

MCMILLAN, NANCY
51 RENWICK CT
RALEIGH NC 27615-2990

ANDERSON, DORIS W
49 RENWICK CT
RALEIGH NC 27615-2990

LYNCH, PHOEBE P
105 RENWICK CT
RALEIGH NC 27615-2946

STELL, BARBARA ANN
103 RENWICK CT
RALEIGH NC 27615-2946

EPPS, BARBARA E
101 RENWICK CT
RALEIGH NC 27615-2946

THE PEARSON TRUST
PHILLIP & ELIZABETH PEARSON
100 RENWICK CT
RALEIGH NC 27615-2978

RICH, LISA J
110 RENWICK CT
RALEIGH NC 27615-2978

BAKER, WELDON LEE II
BAKER, IRMA H
2013 BOYCE BRIDGE RD
CREEDMOOR NC 27522-8023

MILTON, MARY N
106 RENWICK CT
RALEIGH NC 27615-2978

CONNELL, MURIEL
66 RENWICK CT
RALEIGH NC 27615-2989

SMITH, MICHAEL PAUL
SMITH, KIM STUART
68 RENWICK CT
RALEIGH NC 27615-2989

EXHIBIT C

SUMMARY OF DISCUSSION ITEMS

On Thursday, June 23, 2016, at 6:30 p.m., the applicant held a neighborhood meeting for the property owners adjacent to the parcels subject to the proposed rezoning. No one attended the meeting, so no items were discussed.

EXHIBIT D

NEIGHBORHOOD MEETING ATTENDEES

No one attended the meeting.

462264
Z-22-16

Manoochehr Ahmadi Moosavi
Caplan Investments, LLC
404 Seasons Drive
Raleigh, NC 27614

June 23, 2016

Doug Hill
Department of City Planning
One Exchange Plaza, 3rd Floor
Raleigh, NC 27602

RE: Withdrawal of Z-20-15 (7930 Six Forks Road)

Doug,

On behalf of Caplan Investments, LLC, the owner of that 2.6-acre parcel of land with an address of 7930 Six Forks Road, I am writing to notify the City that Caplan Investments, LLC hereby withdraws zoning case Z-20-15.

Please let me know if there is anything more you need to effectuate withdrawal.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Ahmadi Moosavi", followed by a long horizontal flourish.

Manoochehr Ahmadi Moosavi
Managing Member of Caplan Investments, LLC



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information Z-39-16 Green Acres Lane

<i>Location</i>	Green Acres Lane, east side, approximately 630' north of N. New Hope Road Address: 5200 Green Acres Lane PIN: 1726552333
<i>Request</i>	Rezone property from R-10 to IX-3-CU
<i>Area of Request</i>	2.5 acres
<i>Property Owner</i>	David F. Green Sr., Mary Mebane Galloway, Sherry Kerman Bunch
<i>Applicant</i>	Lacy H. Reaves
<i>Citizens Advisory Council (CAC)</i>	Northeast CAC
<i>PC Recommendation Deadline</i>	April 10, 2017

Comprehensive Plan Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the 2030 Comprehensive Plan.

Future Land Use Map Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the Future Land Use Map.

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Medium Density Residential
<i>URBAN FORM</i>	No designation
<i>CONSISTENT Policies</i>	Policy LU 2.6—Zoning and Infrastructure Impacts.
<i>INCONSISTENT Policies</i>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 5.6—Buffering Requirements Policy H 1.8—Zoning for Housing

Summary of Proposed Conditions

1. Uses limited to those in R-10 and surface parking for car dealership.
2. No public address or other amplified sound will be located on the property.
3. In addition to landscaping required by the UDO, Leyland Cypress or similar evergreen trees will be planted along a portion of the northern property line.
4. A fence will be erected along the southern, eastern, and northern property lines.
5. No lighting will be placed more than 24' above grade.

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
11/1/16	Northeast CAC 11/10/16; 12/8/16 (Yes-20, No-0)	1/3/17 (Committee of the Whole)	

Attachments

1. Staff report
2. Traffic Impact Analysis worksheet
3. Proposed zoning conditions

Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings & Reasons</i>	
<i>Motion and Vote</i>	

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

Planning Director	Date
-------------------	------

Planning Commission Chairperson	Date
---------------------------------	------

Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



Zoning Staff Report – Z-39-16

Conditional Use

Case Summary

Overview

The proposal seeks to rezone a 2.5-acre parcel on Green Acres Lane to facilitate the expansion of parking for a vehicle sales operation on Capital Boulevard. The current R-10 zoning does not permit the expansion; the proposed IX-3-CU zoning includes conditions that allow only parking for vehicle sales; the use, for storage, of an existing building or a replacement of the same size; and uses allowed in R-10.

The site is currently occupied by a detached house and a storage building. The house would be demolished under the proposal; the storage building would be reused or rebuilt. Adjacent properties include a car dealership to the east; townhouses and apartments to the north; and apartments to the east and south.

In terms of zoning, the subject property is zoned R-10, as are properties to the south and along a part of the northern border. The remainder of the northern edge of the property is bordered by property zoned RX-3, as is the eastern edge. The property to the west is zoned IX-3-PL.

The subject property and adjacent properties to the north, east, and south are designated for Medium Density Residential on the Future Land Use Map. The area to the west, between the property and Capital Boulevard, is designated for Community Mixed Use.

The subject property is not within or along any areas designated on the Urban Form Map. However, it is less than 600 feet from Capital Boulevard, which is designated as a Transit Emphasis Corridor.

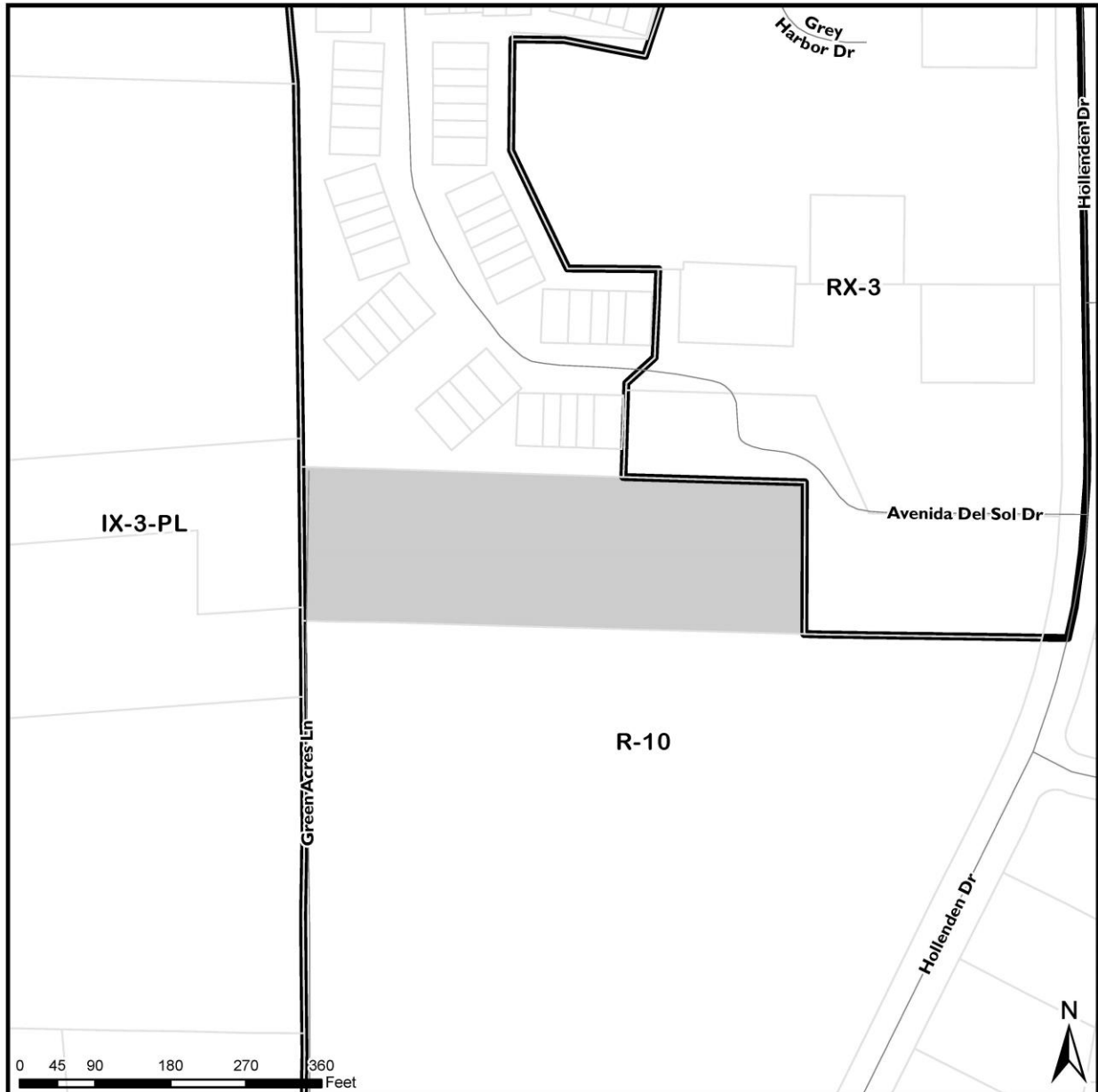
In addition to the conditions relating to use, proposed conditions would: place a fence around the north, east, and south, edges of the property; require additional evergreen plantings on a portion of the northern edge where tree cover does not currently exist; and limit the height of light poles to 24'.

Outstanding Issues

<i>Outstanding Issues</i>	<i>Suggested Mitigation</i>
1. The proposal is not consistent with the Future Land Use Map and Comprehensive Plan. The property does not front on a public street, and access from Green Acres Lane is limited to one single-family residence.	1. Change the request to more closely align with the FLUM. 2. Access will need to be obtained from a revised easement or an adjacent property. The request envisions providing access via the property to the west.

Existing Zoning Map

Z-39-2016



**Submittal
Date**

11/10/2016

Request:

**2.5 acres from
R-10
to IX-3-CU**



Map Date: 11/14/2016

Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	R-10	R-10/RX-3	R-10	RX-3	IX-3
<i>Additional Overlay</i>	-	-	-	-	-
<i>Future Land Use</i>	Medium Density Residential	Medium Density Residential	Medium Density Residential	Medium Density Residential	Community Mixed Use
<i>Current Land Use</i>	Residential	Residential	Residential	Residential	Vehicle sales
<i>Urban Form (if applicable)</i>	-	-	-	-	-

1.2 Current vs. Proposed Zoning Summary*

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	8.8 units/acre	22 units/acre
<i>Setbacks: (if residential)</i>		
<i>Front:</i>	10'	5'
<i>Side:</i>	5'	0' or 6'
<i>Rear:</i>	20'	0' or 6'
<i>If vehicle sales:</i>	-	10'
<i>Retail Intensity Permitted:</i>	-	-
<i>Office Intensity Permitted:</i>	-	-

1.3 Estimated Development Intensities*

	Existing Zoning	Proposed Zoning
<i>Total Acreage</i>	2.5 acres	2.5 acres
<i>Zoning</i>	R-10	IX-3-CU
<i>Max. Gross Building SF (if applicable)</i>	30,800 sf	96,245 sf
<i>Max. # of Residential Units</i>	22	55
<i>Max. Gross Office SF</i>	-	-
<i>Max. Gross Retail SF</i>	-	-
<i>Max. Gross Commercial SF</i>	-	88,090 sf
<i>Potential F.A.R</i>	-	-

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

**The property is accessed from Green Acres Lane through an access easement for the use of a single family residence. Development beyond that level would require a revised easement or obtaining access from an adjacent lot.

The proposed rezoning is:

☐ **Compatible** with the property and surrounding area.

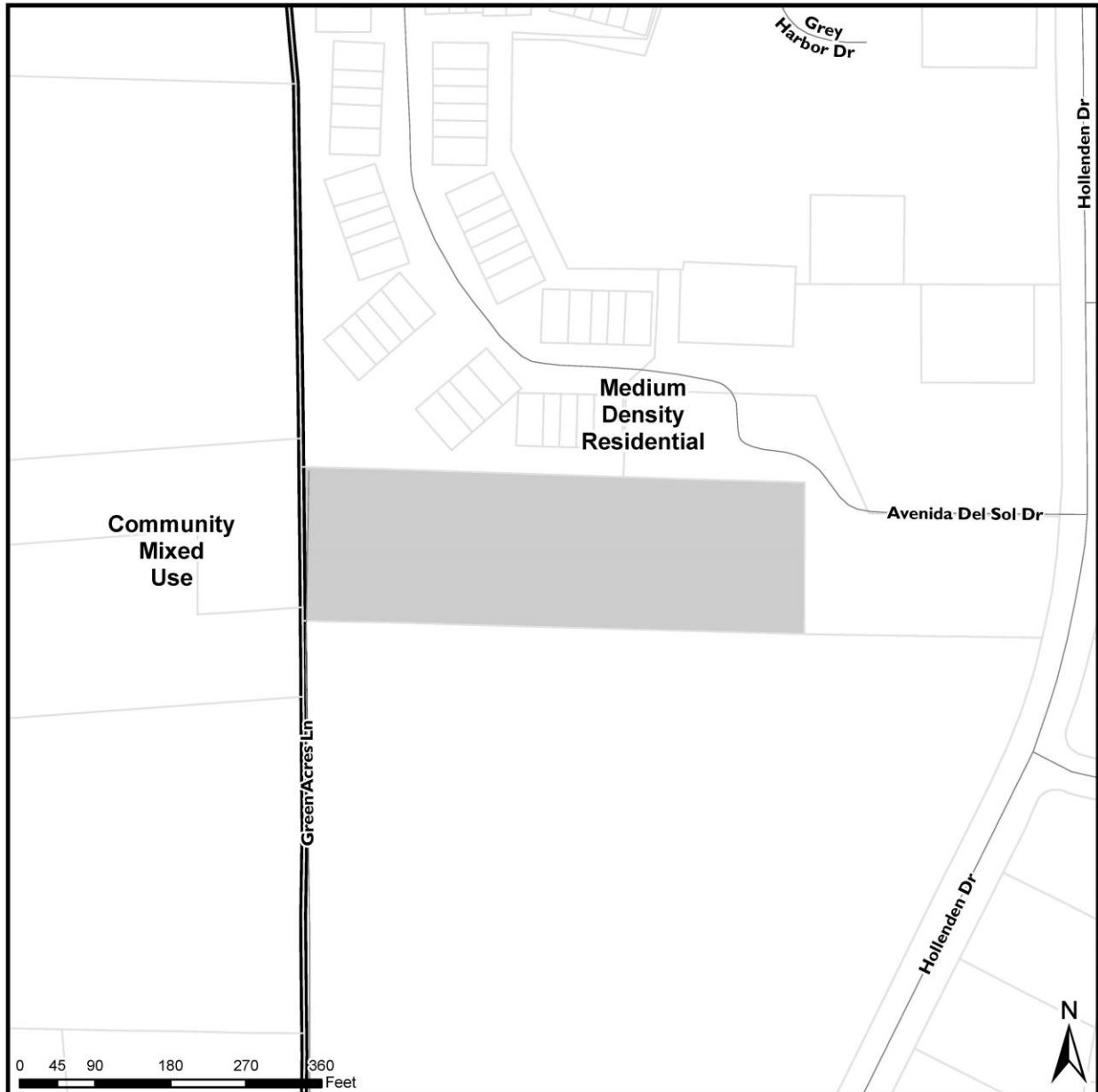
☒ **Incompatible.**

Analysis of Incompatibility:

The surrounding area to the north, east, and south is zoned and used for residential purposes and is not compatible with an extension of a car dealership.

Future Land Use Map

Z-39-2016



**Submittal
Date**

11/10/2016

Request:

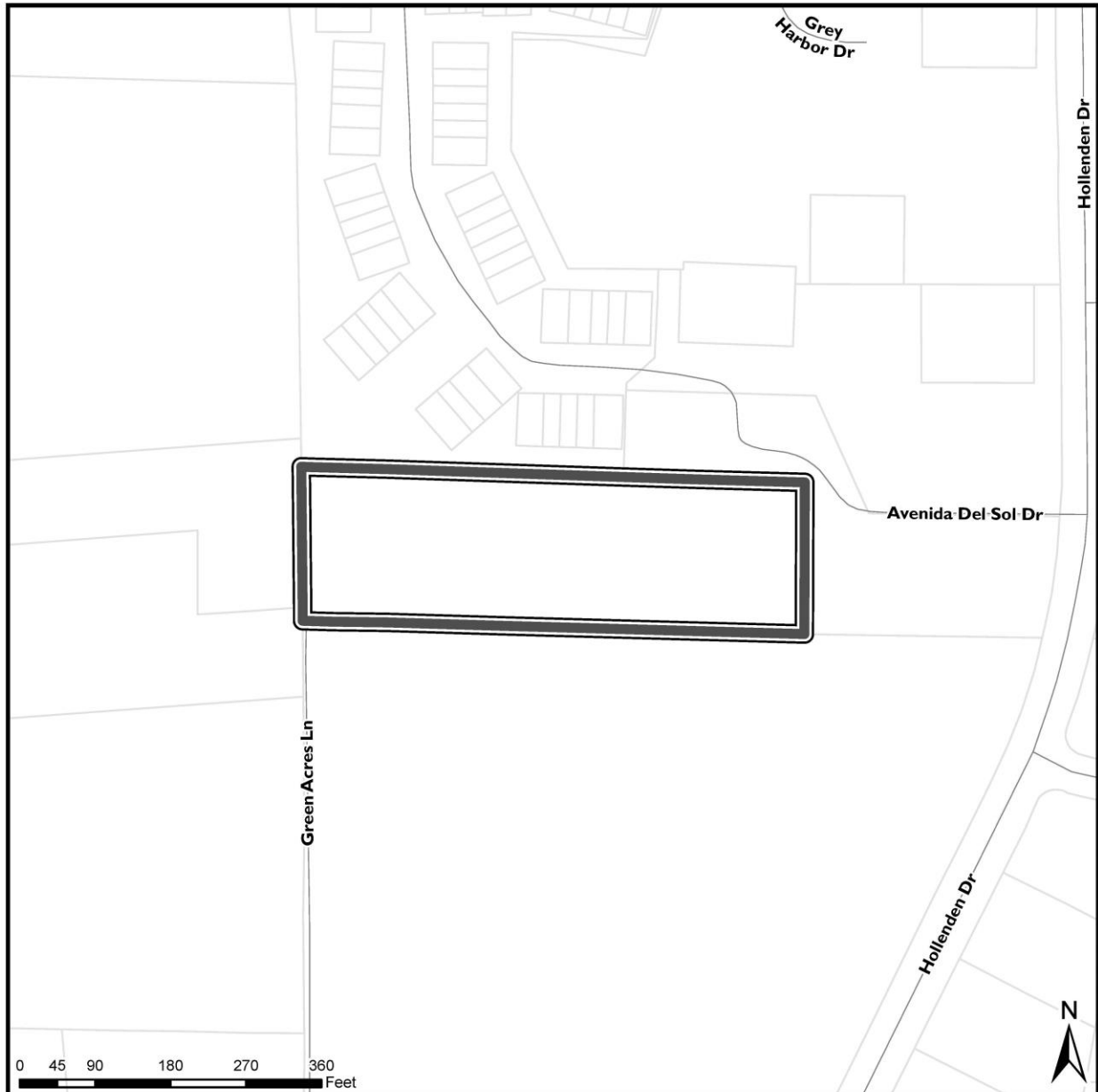
**2.5 acres from
R-10
to IX-3-CU**



Map Date: 11/14/2016

Urban Form Map

Z-39-2016



**Submittal
Date**

11/10/2016

Request:

**2.5 acres from
R-10
to IX-3-CU**



Map Date: 11/14/2016

2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- A. The proposal is inconsistent with several themes and policies contained in the Plan. These including the themes of Expanding Housing Choices, because the proposal, by allowing a commercial use, may limit the ability to provide housing; and Growing Successful Neighborhoods and Communities, because the proposed commercial use of parking for vehicle sales could have a negative impact on the adjacent neighborhood.
- B. The proposed use of parking for vehicle sales is not specifically designated on the Future Land Use Map. The area is designated as Medium Density Residential on the map.
- C. Parking for vehicle sales is not needed to service residential uses in the area where the location is proposed. The use of a parking lot cannot be established without adversely altering recommended land use and character.
- D. Existing infrastructure is sufficient.

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

☐ **Consistent** with the Future Land Use Map.

☒ **Inconsistent**

Analysis of Inconsistency:

The subject property is in an area designated for Medium Density Residential on the Future Land Use Map. The requested zoning of IX, even as limited by the proposed conditions, is not consistent with that designation.

2.3 Urban Form

Urban Form designation:

☒ **Not applicable** (no Urban Form designation)

2.4 Policy Guidance

The rezoning request is **consistent** with the following policies:

Policy LU 2.6—Zoning and Infrastructure Impacts. Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

Infrastructure demand from the proposed rezoning would be minimal.

The rezoning request is **inconsistent** with the following policies:

Policy LU 1.2—Future Land Use Map and Zoning Consistency. The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

The proposal to rezone the property to IX-3-CU is not consistent with the Future Land Use Map, which designates the area for Medium Density Residential.

Policy LU 5.6—Buffering Requirements. New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

The request does not fully address adverse effects on adjacent residential properties. Rezoning cases involving similar uses near residential areas have included protective yards and lighting restrictions that have gone beyond UDO requirements and what is included in this case.

Policy H 1.8—Zoning for Housing. Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

The request, while retaining the potential to develop housing, would, by allowing the expansion of a parking lot, potentially limit the provision of housing near a Transit Emphasis Corridor (Capital Boulevard). Additionally, while housing is allowed in IX districts, the required form (no units allowed on the ground floor) may not be feasible in this location.

2.5 Area Plan Policy Guidance

Not applicable

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The rezoning would allow for the expansion of an existing business.

3.2 Detriments of the Proposed Rezoning

- The rezoning could create impacts on the surrounding homes that would be difficult to fully mitigate.
- The rezoning could limit the provision of housing near a Transit Emphasis Corridor (Capital Boulevard).

4. Impact Analysis

4.1 Transportation

The site is located on a private street known as Green Acres Lane (formerly SR 2040) near the intersection of N. New Hope Road and Capital Boulevard. Green Acres Lane is an access easement for the existing single-family dwelling on the subject parcel. The existing access easement is for the exclusive use of a single-family residence; it cannot be extended for a multifamily development.

There are no City of Raleigh CIP projects or state STIP projects in the vicinity of the Z-39-2016 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D.

A site access easement must be secured by the landowner for any change of use on the subject parcel. Given that the subject parcel does not have public street frontage, the block perimeter cannot be calculated for case Z-39-2016.

The intersection of Spring Forest Road at Hollenden Drive had a Severity Index of 8.5 for the five-year period from July 2011 through June 2016. Case Z-39-2016 meets the objective criteria for a traffic study. Given the low volume of crashes (16 crashes in a five-year period) and the low volume of potential trips (200 vehicles per day) if case Z-39-2016 is approved, Transportation staff waives the traffic study for this case.

Impact Identified: Site access, no public street frontage

4.2 Transit

Route 1 Capital operates along Capital Blvd with a stop on Capital/Spring Forest. Route 23L Millbrook Crosstown Connector operates on New Hope Rd with a stop on New Hope/Capital across from Wendy's.

Impact Identified: There are no transit requests.

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Beaverdam – E and Marsh
<i>Stormwater Management</i>	Subject to stormwater regulations under Article 9 of UDO.
<i>Overlay District</i>	none

1. Subject to stormwater regulations under Article 9 of UDO.

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)*</i>
<i>Water</i>	-	-
<i>Waste Water</i>	-	-

Site is currently not served by public water and sewer.

* If used as vehicle parking. 34,375 gpd if connected to system and developed as residential.

Impact Identified: None

4.5 Parks and Recreation

1. There are no existing or proposed greenway trails, corridors, or easements within or adjacent to this site. Nearest trail access is Spring Forest Trail 1.6 miles.
2. Recreation services are provided by Spring Forest Road Park, distance 0.8 miles.

Impact Identified: None

4.6 Urban Forestry

Compliance with UDO 9.1 will be required at the time of development plan submittal.

Impact Identified: None.

4.7 Designated Historic Resources

Impact Identified: None

4.9 Impacts Summary

The site as it currently exists has an access easement on Green Acres Lane only for a single residence. It also does not front on a public street. Any change in use will require a revised easement or alternate access, such as from another adjacent property.

4.10 Mitigation of Impacts

Access will need to be obtained from a revised easement or adjacent property.

5. Conclusions

The proposal would allow the expansion of an existing business by allowing parking for a vehicle sales operation on the subject property. However, the requested zoning of IX-3-CU is not consistent with the Future Land Use Map designation for the area or with several themes and

policies of the Comprehensive Plan, and the proposed use is incompatible with adjacent residential use.

Z-39-2016 Existing Land Use (SF Residential)	Daily	AM	PM
	15	2	2
Z-39-2016 Current Zoning Entitlements (MF Residential)	Daily	AM	PM
	257	15	30
Z-39-2016 Proposed Zoning Maximums (MF Residential)	Daily	AM	PM
	457	31	48
Z-39-2016 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	200	16	18
Z-39-2016 Traffic Study Worksheet			
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)	
A	Peak Hour Trips \geq 150 veh/hr	No, the change in average peak hour trip volume is 18 veh/hr	
B	Peak Hour Trips \geq 100 veh/hr if primary access is on a 2-lane road	No	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips \geq 3,000 veh/day	No, the change in average daily trip volume is 200 veh/day	
E	Enrollment increases at public or private schools	Not Applicable	
6.23.5	Site Context	Meets TIA Conditions? (Y/N)	
A	Affects a location with a high crash history [Severity Index \geq 8.4 or a fatal crash within the past three years]	Yes, Hollenden at Spring Forest had a Severity Index of 8.5 for the 5-year period July 2011 to June 2016. Given the low volume of crashes (16 crashes in a five-year period) and the low volume of potential trips (200 vehicles per day) if case Z-39-2016 is approved, Transportation staff waives the traffic study for this case.	
B	Takes place at a highly congested location [volume-to-capacity ratio \geq 1.0 on both major street approaches]	No	
C	Creates a fourth leg at an existing signalized intersection	No	
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E	Access is to/from a Major Street as defined by the City's Street Plan Map [latest edition]	No	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
6.23.6	Miscellaneous Applications	Meets TIA Conditions? (Y/N)	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council concerns	None received by Transportation Planning as of November 18, 2016	

EXHIBIT B - Page 1

Narrative of Conditions Offered

For purposes of this Application, the "Property" refers to PIN 1726552333.

1. The Property shall be used only for (a) Permitted, Limited, and Special uses allowed in the R-10 District that are also allowed in the IX District; (b) the surface parking of vehicles driven by the employees of the business conducted on PINs 1726455688 (current owner: Capital Ford, Inc.; deed recorded at Book 6953, Page 545, Wake County Registry), 1726456309 (current owner: Capital Ford, Inc.; deed recorded at Book 3569, Page 852, Wake County Registry), and/or 1726455253 (current owner: Capital Ford, Inc.; deed recorded at Book 4237, Page 803, Wake County Registry) [the "Business"], which is now known as "Capital Ford," and vehicles held in the inventory of the Business or in the custody of the Business for service or repair; such parking will occur on an area that is a replacement and an expansion of the existing parking surface now on the Property; and (c) the use of the existing garage/storage building on the Property (and any replacement structure of the same size and height, or less, and in the same location as the garage/storage building when it is replaced) for the storage of files, paper products, and other supplies used in the Business. Any such use shall comply with all provisions of the UDO. The garage/storage building may be moved if that is needed to comply with Article 3.5 of the UDO, which will require Neighborhood Transition Zones along the southern boundary of the Property, or any other provisions of the UDO. The detached single family dwelling now existing on the Property will be demolished upon redevelopment.
2. A fence eight (8) feet in height will be maintained along the boundary of the Property with PINs 1726542749 (current owner: Alton B. Smith, Jr., Trustee; deed recorded at Book 16416, Page 2731, Wake County Registry), 1726555343 (current owner: Passage Home, Inc.; deed recorded at Book 11462, Page 1750, Wake County Registry), and 1726551457 (current owner: Lincoln Villas Homeowners Assoc. Inc.; deed recorded at Book 3262, Page 762, Wake County Registry). The fence may be located anywhere within a protective yard required along any such boundary.
3. No public address system or other source of amplified sound will be located upon the Property.
4. Along the boundary of the Property with PIN 1726551457 (current owner: Lincoln Villas Homeowners Assoc. Inc.; deed recorded at Book 3262, Page 762, Wake County Registry), in addition to other plantings required by the City, there shall be planted upon development Leyland Cypress or other rapidly growing evergreen

trees no more than fifteen (15) feet apart. The Leyland Cypress or other evergreen trees shall be no less than five (5) feet in height when planted.

5. No light source on the Property shall be located more than twenty-four (24) feet above the finished grade.

Owner Signature: _____ Date:

DAVID F. GREEN, SR.

Owner Signature: _____ Date:

MARY MEBANE GALLOWAY

Owner Signature: _____ Date:

SHERRY KERMAN BUNCH

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

NOV 10 2016 PM 1:52

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # <u>490060</u>
Existing Zoning Classification <u>R-10</u>			
Proposed Zoning Classification Base District <u>IX CUD</u> Height <u>3</u> Frontage <u>N/A</u>			
If the property has been previously rezoned, provide the rezoning case number:			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
490060			

GENERAL INFORMATION			
Property Address <u>5200 Green Acres Lane</u>			Date <u>11/3/16</u>
Property PIN <u>1726552333</u> (the "Property")		Deed Reference (book/page) <u>Bk 944, Pg 522</u>	
Nearest Intersection <u>New Hope Rd and Capital Blvd</u>			Property Size (acres) <u>2.5</u>
Property Owner/Address <u>See Exhibit A</u>		Phone	Fax
		Email	
Project Contact Person/Address <u>Lacy H. Reaves</u> <u>PO Box 2611</u> <u>Raleigh, NC 27602-2611</u>		Phone <u>919-821-6704</u>	Fax <u>919-821-6800</u>
		Email <u>lreaves@smithlaw.com</u>	
Owner/Agent Signature <u>See Below</u>		Email	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

David F. Green Sr. Print Name: David F. Green, Sr.

Mary Mebane Galloway Print Name: Mary Mebane Galloway

Sherry Kerman Bunch Print Name: Sherry Kerman Bunch

REZONING APPLICATION ADDENDUM	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>The rezoning request is not consistent with the Future Land Use Map, which designates the Property for Medium Density Residential development.</p> <p>1. However, as noted hereafter, the Property cannot legally be developed for Medium Density Residential Uses.</p>	
<p>The rezoning request is reasonable and in the public interest because after the Property was acquired by the Owner in 1946 and developed as a single-family residence, its current use, the road network in the area changed. The Owner's deed references an abutting "county road" connecting New Hope Road to U.S. 1, which is no longer a public street. The Property does not abut a public road right of way as required by Section 8.3.3.A. of the UDO. It is accessed via a private road that connects it to New Hope Church Road. * Continued in No. 3 below</p> <p>2.</p>	
<p>*(continued from No. 2 above) There is no easement of record that legally creates a right of ingress and egress to the Property. The Property is therefore a "nonconforming lot" under the UDO and its redevelopment would require a special use permit under Section 10.3.6 of the UDO. Because of the requirement of Section 10.3.6.A.4.a. that a new use can generate no more traffic than does the existing use, the Property could be redeveloped with only another single family residence. Thus, it cannot be redeveloped or used for Medium Density Residential uses.</p> <p>3.</p>	
<p>The proposed rezoning is consistent with the following policies of the Comprehensive Plan: LU 5.4 (Density Transitions), LU 5.5 (Transitional and Buffer Zone Districts), and EP 8.4 (Noise and Light Impacts).</p> <p>4.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>If the Property is rezoned as proposed, it can be recombined with the Capital Ford lot immediately to its west. That would eliminate the existing nonconforming status of the Property and allow its redevelopment for a use other than a single family residence. Because of the Property's current nonconforming status, it is doubtful that financing for any redevelopment would be possible under present circumstances.</p> <p>1.</p>	
<p>The requested rezoning would facilitate the continued growth of the Capital Ford Business and the expansion of its workforce.</p> <p>2.</p>	
<p>The requested rezoning would allow the parking of employee and inventory vehicles in a location that would not be visible from the right of way of Capital Boulevard.</p> <p>3.</p>	
<p>Because parcels to the north and south of the Property are developed for multifamily residential uses and zoned R10, the proposed rezoning and redevelopment of the Property would require neighborhood transition zones under Article 3.5 of the UDO along the northern and southern boundaries of the Property abutting the multifamily uses.</p> <p>4. This will adequately buffer the passive commercial use of the Property from those areas. Other areas immediately adjoining the Property on the northeast and east are zoned RX. While transition zones would not be required, those areas have existing vegetated buffers and are developed and used for multifamily residential parking lots.</p>	

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a “mixed use center” or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i>
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i>
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i>
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i>
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i>
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i>
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i>
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i>
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i>
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>

16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>

EXHIBIT A

Names of Property Owners

David F. Green, Sr.
5812 Dean Avenue
Raleigh, NC 27616

Mary Mebane Galloway
5404 Trenburg Court
Knightdale, NC 27545

Sherry Kerman Bunch
1816 Sheriff Harrison Lane
Knightdale, NC 27545

The Wake County tax records and IMAPS reflect that the Property is owned by Dorothy Freeman Green, who is deceased. Attached as Exhibit A-1 are copies of Probate Documents and the Will and Codicil of Mrs. Green evidencing that the Property is now owned by the individuals listed above.

PROPOSED REZONING

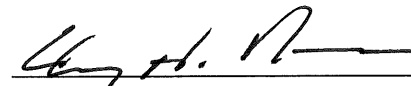
2.5 Acres – 5200 Green Acres Lane

REPORT OF NOVEMBER 1, 2016 NEIGHBORHOOD MEETING

In accordance with Section 10.2.4 of the Unified Development Ordinance, a neighborhood meeting was held with respect to this proposed rezoning case at 6:00 p.m. on Tuesday, November 1, 2016 at the offices of Capital Automotive Group at 4900 Leigh Drive in Raleigh. Attached as Exhibit A is a list of those persons and organizations contacted about the meeting. Those persons and organizations were mailed a letter of invitation concerning the meeting, a copy of which is attached as Exhibit B. The letters were mailed on or about October 14, 2016 via first class U.S. Mail.

Attached as Exhibit C is a roster of the persons in attendance at the meeting. The issues discussed at the meeting included security measures, including fencing, that will be utilized with respect to the Property, the limited access to the Property only from Capital Ford, the landscaping of the Neighborhood Transition Zones that will exist on portions of the Property, lighting of the Property, and the neighbors preference that the Property not be developed for multifamily residential use.

Respectfully submitted this 10th day of November, 2016.



Lacy H. Reaves
Attorney for Petitioner

Exhibit A

No.	Pin #	PIN Ext	Property Owner	Owner's Mailing Address	City, State, Zip	Property Address
1	1726552333	000	GREEN, DOROTHY FREEMAN	5200 GREEN ACRES LN	RALEIGH NC 27616-4435	5200 GREEN ACRES LN
2	1726455688	000	CAPITAL FORD INC	PO BOX 58678	RALEIGH NC 27658-8678	4900 CAPITAL BLVD
3	1726456309	000	CAPITAL FORD INC	4900 CAPITAL BLVD	RALEIGH NC 27616-4407	4840 CAPITAL BLVD
4	1726455253	000	CAPITAL FORD INC	PO BOX 58678	RALEIGH NC 27658-8678	4808 CAPITAL BLVD
5	1726446827	000	MLC AUTOMOTIVE LLC	PO BOX 40110	RALEIGH NC 27629-0110	4800 CAPITAL BLVD
6	1726542749	000	SMITH, ALTON B JR TRUSTEE DCF GROVES LLC	MARVIN F POER & COMP, 3520 PIEDMONT RD NE STE 410	ATLANTA GA 30305-1512	5070 N NEW HOPE RD
7	1726555343	000	PASSAGE HOME INC	PO BOX 28165	RALEIGH NC 27611-8165	4801 AVENIDA DEL SOL DR
8	1726555544	000	ROBCOR LLC	ATTN: TAX ADMINISTRATOR, PO BOX 25965	SHAWNEE MISSION KS 66225- 5965	4800 AVENIDA DEL SOL DR
9	1726551457	000	LINCOLN VILLAS HOMEOWNERS ASSOC INC	PO BOX 20969	RALEIGH NC 27619-0969	3730 SPRING FOREST RD
10	1726552468	000	DAVIS, BRENDA G	4961 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4961 AVENIDA DEL SOL DR
11	1726552438	000	LYNCH, MARY E	4963 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4963 AVENIDA DEL SOL DR
12	1726552418	000	CARVER, CHARLES OTIS	4965 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4965 AVENIDA DEL SOL DR
13	1726551498	000	HARGRO, SANDRA F	10125 PINESADOW DR APT 207	CHARLOTTE NC 28262-1164	4967 AVENIDA DEL SOL DR
14	1726551478	000	LONGMIRE, CRYSTAL MICHELLE TALBOTT, JEANETTE FEARS	134 S FIELDS CIR	CHAPEL HILL NC 27516-7797	4969 AVENIDA DEL SOL DR
15	1726551524	000	BECK, MOLLY L	4973 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4973 AVENIDA DEL SOL DR
16	1726551502	000	IBRAHIM, JAMAL	4975 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4975 AVENIDA DEL SOL DR
17	1726550580	000	WHITE, KEESHA J	4977 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4977 AVENIDA DEL SOL DR
18	1726550468	000	COUPE, WILLIAM R COUPE, REBECCA D	4979 AVENIDA DEL SOL DR	RALEIGH NC 27616-4566	4979 AVENIDA DEL SOL DR
19	1726550622	000	MCDADE, DELPHIA L	5009 AVENIDA DEL SOL DR	RALEIGH NC 27616-4562	5009 AVENIDA DEL SOL DR
20	1726550600	000	WARD, JO ANNE	5007 AVENIDA DEL SOL DR	RALEIGH NC 27616-4562	5007 AVENIDA DEL SOL DR
21	1726459671	000	SHADES PROPERTIES-I LLC	9650 STRICKLAND RD STE 103-133	RALEIGH NC 27615-1902	5005 AVENIDA DEL SOL DR
22	1726459569	000	BUCK, LYNDIA L BUCK, LAWRENCE	5003 AVENIDA DEL SOL DR	RALEIGH NC 27616-4562	5003 AVENIDA DEL SOL DR
23	1726459547	000	HAIMCHAND, OMAWATTIE GOBIN, DHANRAJ	5001 AVENIDA DEL SOL DR	RALEIGH NC 27616-4562	5001 AVENIDA DEL SOL DR

SMITH, ANDERSON, BLOUNT,
DORSETT, MITCHELL & JERNIGAN, L. L. P.

LAWYERS

OFFICES
Wells Fargo Capitol Center
150 Fayetteville Street, Suite 2300
Raleigh, North Carolina 27601

LACY H. REAVES
DIRECT DIAL: (919) 821-6704
E-Mail: lreaves@smithlaw.com

October 14, 2016

MAILING ADDRESS
P.O. Box 2611
Raleigh, North Carolina
27602-2611

TELEPHONE: (919) 821-1220
FACSIMILE: (919) 821-6800

Dear Neighboring Property Owners:

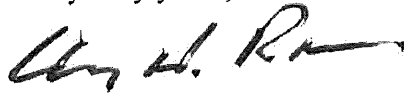
We represent Capital Ford, Inc. and are writing to invite you to a Neighborhood Meeting to discuss the proposed rezoning of a parcel that adjoins the dealership's Capital Boulevard property on the east. The parcel is 2.5 acres in size and is located at 5200 Green Acres Lane. It is identified on the attached map. The rezoning would limit the use of the property to uses now allowed under its current zoning and to the parking of vehicles owned by Capital Ford's employees or otherwise related to its auto dealership business. Other conditions of the rezoning and provisions of the City's Unified Development Ordinance would require fencing of the parcel and vegetated perimeter buffers, limit the height of lighting to 30 feet, and require full cut-off light fixtures.

The meeting will be held at 6:00 p.m. on November 1, 2016 at Capital Ford's corporate offices at 4900 Leigh Drive in Raleigh. A map showing this location is also enclosed.

Please do not hesitate to call me if you have questions. More information is also available from the Raleigh Department of City Planning at 919-996-2626 (rezoning@raleighnc.gov; web address: www.raleighnc.gov).

We hope you will be able to attend the meeting.

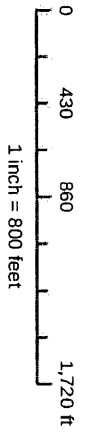
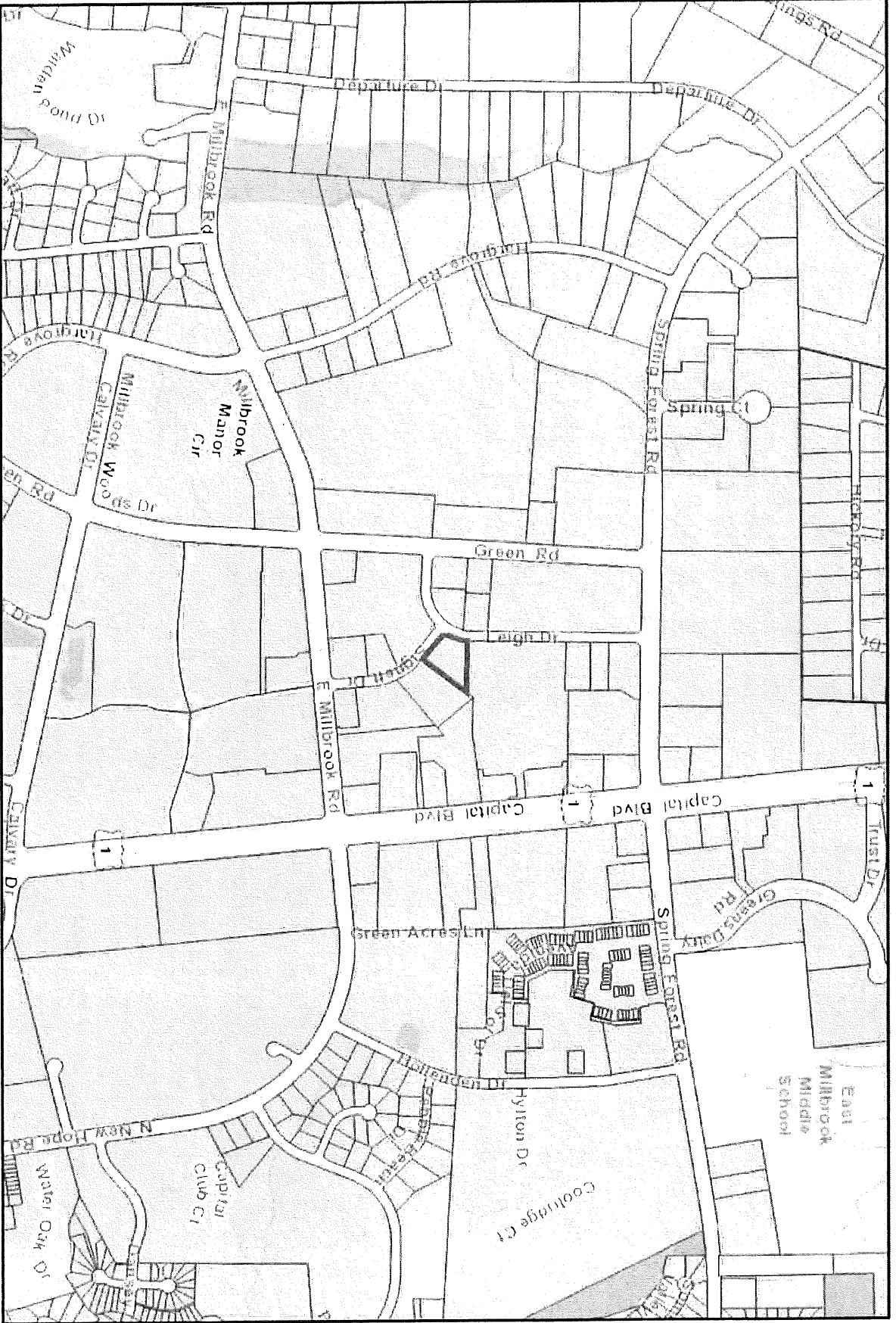
Very truly yours,



Lacy H. Reaves

LHR: kjr
Enclosures

4900 Leigh Drive

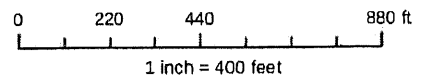


Disclaimer:
 Maps make every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



PIN 1726455688 Adjacent Parcels

*Parcel proposed
for rezoning.*



Disclaimer
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REVISION 04.05.16



To: Planning Commission

From: Sarah David, RHDC Chair
Don Davis, RHDC Vice-Chair

CC: Ken Bowers, Director, Department of City Planning
Travis Crane, Assistant Director, Department of City Planning
Roberta Fox, Assistant Director, Department of City Planning
Martha Lauer, Executive Director, RHDC/Senior Planner, Department of City Planning

Date: December 20, 2016

RE: **Revised Design Guidelines for Raleigh Historic District and Landmarks**

The Raleigh Historic Development Commission (RHDC) has voted to adopt the attached language in the revised Design Guidelines for Raleigh Historic Districts and Landmarks, and the RHDC has also voted to recommend that the Planning Commission recommend to City Council to adopt this language for the Design Guidelines. The changes provide clarification in the language about both additions and new construction within historic districts, as well as adding a definition for the word *contemporary*. Please see the attached document for both the existing text and the changes approved by the RHDC.

The RHDC has been in the process of creating new Design Guidelines since 2010. The current Design Guidelines document dates to 2001, and is out of date. For example, the Design Guidelines don't address commercial buildings or cemeteries, but the Commission reviews COAs for both of those types of resources. Recognizing the issues, the Commission began a rigorous process of updating them, including inviting public comment and input and an extensive review by the City Attorney.

The design guidelines are a key tool to the management of the City's historic districts and landmarks program, especially for design review for historic districts and landmarks. Any property owner in a historic overlay district must get a Certificate of Appropriateness (COA) for changes to the exterior of their house or building; most changes can be handled with a Minor Work COA requiring staff approval. For Major Work projects, the Commission's COA Committee reviews the COA application and the Committee uses the Design Guidelines in their decision making. It is important to note that the Design Guidelines do not function as code, but rather are referenced in the ordinances related to historic districts and landmarks.

Post Office Box 829
Raleigh, North Carolina 27602
(919) 832-7238 ph
(919) 516-2682 fax

www.rhdc.org

3.2 Additions

Page 66, Paragraph 2 under Things to Consider As You Plan

Change from:

Although designed to be compatible with the original building, an addition should be discernible from it. For example, it can be differentiated from the original building through a break in roofline, cornice height, wall plane, materials, siding profile, or window type.

To:

To preserve a property's historic character, a new addition must be visually distinguishable from the historic building. This does not mean that the addition and the historic building should be glaringly different in terms of design, materials and other visual qualities. Instead, the new addition should take its design cues from, but not copy, the historic building. For example, it can be differentiated from the original building through a break in roofline, cornice height, wall plane, materials, siding profile, or window type.

3.3 New Construction of Primary Buildings

Page 68, Paragraph 2 under Things to Consider As You Plan

Change from:

The success of new construction within a historic district does not depend on direct duplication of existing building forms, features, materials, and stylistic details. Rather, it relies on understanding what the distinctive architectural character is of the district. New buildings must be compatible with that character. The Special Character Essays for each historic district are excellent references for understanding the relevant character and context. Contemporary design generated from such understanding can enrich the architectural continuity of a historic district.

To:

To preserve a district's historic character, new buildings must be visually distinguishable from historic buildings. This does not mean that new buildings and historic buildings should be glaringly different in terms of design, materials and other visual qualities. Instead, the new buildings should take design cues from, but not copy, historic buildings. The success of new construction within a historic district relies on understanding what the distinctive architectural character is of the district. New buildings must be compatible with that character. The Special Character Essays for each historic district are excellent references for understanding the relevant character and context.

Appendices: Glossary of Terms

Page 113

Add:

CONTEMPORARY – Associated with or belonging to the present time.



To: Members of the Raleigh Planning Commission

From: Tania Tully, Preservation Planner

CC: Ken Bowers, Director, City Planning
Roberta Fox, AIA, ASLA, Urban Design Center
Martha Lauer, Executive Director, RHDC
Sarah David, Chair, RHDC

Date: 12/20/2016

Re: ***Design Guidelines for Raleigh Historic Districts and Landmarks***

Summary of Changes

The currently utilized *Design Guidelines for Raleigh Historic Districts* document was adopted by City Council June 19, 2001. Rather than an overhaul of the document, the update addresses several key historic preservation issues for which the *Design Guidelines* do not provide clear direction. These are listed below.

Content:

<u>Section</u>	<u>Topic (new sections of text)</u>	<u>Page</u>
Introduction	Historic Preservation and Sustainability	14
1.9	Cemeteries	34 – 35
3.4	Non-residential Additions	72 – 73
3.5	Non-residential New Construction	74 – 76
<u>Section</u>	<u>Topic (major edits of existing text)</u>	<u>Page</u>
Introduction	Raleigh Historic Districts and Historic Landmarks	10
1.2	Archaeological Sites and Resources	20 – 21
2.10	Sustainability and Energy Retrofit	58 – 59
3.2	Additions	66-67
3.3	New Construction of Primary Buildings	68-70
Appendices	Glossary of Terms	112 – 119
all	review of individual historic landmark sites	throughout
all	post-World War II and Modern architecture	throughout

Structure and Formatting: The name has changed and the Section numbering has been reworked for clarity.



Certified Recommendation

Raleigh Planning Commission

Case Information: TC-01-2017 Adopted Manuals

Comprehensive Plan Guidance

<i>Applicable Policy Statements</i>	HP 2.3 Raleigh Historic Designation; HP 1.1 Steward Ship of Place
<i>Action Items</i>	HP 1.1 Historic View Corridors; HP2.6 Downtown Historic Overlays

Summary of Text Change

<i>Summary</i>	To repeal the Historic Development District Design Guidelines and replace with Design Guidelines for Raleigh Historic Districts and Landmarks.
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Summary of Impacts

<i>Impacts Identified</i>	None
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Public Meetings

<i>Submitted</i>	<i>Committee</i>	<i>Planning Commission</i>
01-3-2017	COW	

Attachments

1. Draft Ordinance

Planning Commission Recommendation

<i>Recommendation</i>	Approved as presented and forward to the next Planning Commission meeting with a favorable recommendation
<i>Findings & Reasons</i>	
<i>Motion and Vote</i>	

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

Planning Director

Date

Planning Commission Chairperson

Date

Staff Coordinator:

Gary Mitchell gary.mitchell@raleighnc.gov



Zoning Staff Report – TC-01-17

Adoption of Design Guidelines for Raleigh Historic Districts and Landmarks

Request

<i>Section Reference</i>	Chapter 1, Article 1, Section 1.1.12, Adopted Manuals & Chapter 5, Article 5.4, Section 5.4.1 h (1)
<i>Basic Information</i>	To repeal and replace the title of the historic guidelines referenced in the UDO
<i>PC Recommendation Deadline</i>	

Comprehensive Plan Guidance

<i>Applicable Policies</i>	HP 2.3 Raleigh Historic Designation; HP 1.1 Steward Ship of Place
<i>Action Items</i>	HP 1.1 Historic View Corridors; HP2.6 Downtown Historic Overlays

Contact Information

<i>Staff Coordinator</i>	Gary Mitchell gary.mitchell@raleighnc.gov
--------------------------	--

History/Overview

The new guidelines strengthen the City's historic preservation efforts and foster the redevelopment and reuse of historic properties.

Purpose and Need

Alternatives Considered

None

Scoping of Impacts

No negative impacts anticipated from adoption. The adoption will strengthen the City's efforts in historic preservation and enhance grant opportunities via the adoption of these guidelines.

Potential adverse impacts of the proposed text change have been identified as follows:

None

Impacts Summary

None

Adoption of Proposed Text Change is recommended by staff

ORDINANCE NO. (XXX-2017)
TC-1-17 Adopted Manuals

AN ORDINANCE TO AMEND SECTION 1.1.12.C OF THE PART 10 CODE OF THE CITY OF RALEIGH TO ADOPT THE REVISED HISTORIC DEVELOPMENT DISTRICT DESIGN GUIDELINES.

WHEREAS, the intent of the Unified Development Ordinance for the City of Raleigh was to create more predictable development; and

WHEREAS, the City of Raleigh has implemented Historic Overlay Districts to preserve the character of certain identified areas of historical import; and

WHEREAS, the City of Raleigh has adopted Design Guidelines that provide guidance for changes to property with the goal of preservation of character; and

WHEREAS, the City of Raleigh has appointed members to the Raleigh Historic Development Commission in a manner consistent with the powers assigned by G.S. 160A-400.7, and where these members implement the Design Guidelines in a manner consistent with the powers assigned by G.S. 160A-400.8; and

WHEREAS, The Raleigh Historic Development Commission has performed a review of the Design Guidelines and identified certain enhancements to the Guidelines; and

WHEREAS, The Raleigh Historic Development Commission conducted many public review sessions and invited public comment;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

Section 1. Section 1.1.12.C Historic Development District Design Guidelines of the Raleigh Unified Development Ordinance is hereby amended by deleting the strikethrough text and replacing with the underlined text as shown below:

C. ~~Historic Development District Design Guidelines~~ Design Guidelines for Raleigh Historic Districts and Landmarks dated (adoption date).

Section 2. Section 5.4.1.H.1 Historic Development District Design Guidelines of the Raleigh Unified Development Ordinance is hereby amended by repealing the strikethrough text and replacing with the underlined text as shown below:

1. See documents entitled, "~~Design Guidelines for Raleigh Historic Districts~~" "Design Guidelines for Raleigh Historic Districts and Landmarks dated (adoption date).

Section 3. All laws and clauses of laws in conflict herewith are repealed to the extent of such conflict. Notwithstanding any language in a zoning condition indicating administrative alternates are allowed, this ordinance hereby repeals such language.

Section 4. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to this end the provisions of this ordinance are declared to be severable.

Section 5. This text change has been reviewed by the Raleigh City Planning Commission.

Section 6. This ordinance has been adopted following a duly advertised public hearing of the Raleigh City Council.

Section 7. This ordinance has been provided to the North Carolina Capital Commission as required by law.

Section 8. This ordinance shall be enforced as provided in N.C.G.S. 160A-175 or as provided in the Raleigh City Code. All criminal sanctions shall be the maximum allowed by law notwithstanding the fifty dollar limit in N.C.G.S. §14-4(a) or similar limitations.

Section 9. This ordinance is effective 5 days after adoption.

ADOPTED:

EFFECTIVE:

DISTRIBUTION:

Prepared by the Department of City Planning



City of Raleigh *North Carolina*

To: Mayor Nancy McFarlane and Members of City Council

From: Ken Bowers, AICP, Director of City Planning
Dhanya P. Sandeep, AICP, Senior Urban Designer

CC: Ruffin Hall, City Manager

Date: November 18, 2016

Re: Southern Gateway Corridor Plan

The study report for the Southern Gateway Corridor Plan and its corresponding comprehensive plan amendments are now available for City Council review. The documents can be accessed at:

<http://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/SouthernGateway.html>

The report and amendments are the outcome of a year and a half long planning and public engagement process that kicked off in Spring of 2015. The extensive public engagement process for this planning effort included:

- Kick-off Information Sessions: Six meetings were held in different venues at different times of the day within the corridor plan area to gather input on existing conditions from the community.
- Design Workshop to obtain input on early design concepts and framework (May 2015).
- Public Workshop to obtain input into design recommendations (September 2015).
- Staff presentations at a few Citizens Advisory Council meetings.
- The final stages of the planning process included a 30-day comment period during which the draft project report was posted online for public review (July – August 2016).
- Two Community Briefing Sessions to get feedback on the draft report and recommendations (July 2016).
- Outreach to several Boards and Commissions for draft report review (July-August 2016).

The November 2016 study report incorporates revisions to the draft report of the Southern Gateway Corridor Plan based on input received during the public comment period. Few comments were received; a summary of changes to the report are included with this memo.

The report provides a vision and recommendations that:

- Establish a development strategy that maximizes the study area's economic potential.
- Develop an attractive image and character that protects, enhances and transforms the corridor.
- Improve transportation and transit service to address local interconnectivity while continuing to serve a regional role.
- Improve connections to the Capital Area Greenway System.

Key Highlights of Design Recommendations include:

- Support existing neighborhoods through nodal development in four focus areas: Old Saunders (industrial conversion/ maker district), Cargill (urban scale), Wilmington/Rush (neighborhood scale), and Tryon (town center).
- Celebrate and reuse historic and natural resources; Protect neighborhood edges and transition; Beautify public spaces and street edges.
- S. Wilmington Street proposed as key transit corridor with dedicated bus rapid transit lanes and pedestrian/bicycle improvements.
- S. Wilmington Street Extension proposed to bridge over S.Saunders Street to provide competitive transit alternative and serve as Main Street for proposed Tryon Town Center focus area.
- Improve overall connectivity of area with access management, secondary street connections, pedestrian/bicycle improvements, and greenway linkages.
- Extensive bicycle/pedestrian and connectivity improvements on S Dawson, McDowell, and S Saunders streets as well as Lake Wheeler Rd.

In addition to these strategies, the plan identifies phases and actions as part of a robust implementation strategy.

Recommendation

Refer the study report and associated comprehensive plan amendments to the Planning Commission for review and recommendation.



Staff Report – CP-4A-16 S.Saunders Street and S.Wilmington Street area between MLK Boulevard, Lake Wheeler, Tryon and Hammond Roads

Comprehensive Plan Amendment

Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations contained within the Southern Gateway Corridor study report recommendations.

The proposed amendments in Map 1 reconfigure the connection between the historic alignment of S. Saunders Street with the newer alignment of US-70 that continues to Dawson and McDowell streets. Removing the connecting at the existing signalized intersection, the proposed street plan amendment recommends creating two new intersections, one each with proposed extensions of Hammell Dr. and Grissom St. In addition, the historic alignment of S. Saunders St will be realigned to connect to an extension of Fuller St., rather than Prospect Ave, Curfman St is also recommended to be extended from Fuller St. to Hammell Dr. These proposed street plan amendments support the goals of the Southern Gateway Corridor study by improving connections between the portions of the Caraleigh neighborhood on each side of S. Saunders and support a walkable neighborhood through small blocks.

The proposed amendments in Map 2 provide a framework for development along S. Wilmington St. between Walnut Creek and the North Carolina Railroad (NCRR). The proposed amendment includes an extension of McCauley St from Keeter Center Dr. to Keeter Center Dr. and S. Wilmington St. The proposed amendment also includes a new section of Saints Ave. from S. Wilmington St. to S. Blount St. Both McCauley St and Saints Ave. are recommended to connect to S. Wilmington St. at an at-grade intersection. The proposed amendment includes an extension of Hoke St. from S. Blount St to an at-grade intersection with S. Wilmington St. The crossing of the NCRR is modified in the street plan to cross at Hoke St., rather than S. Blount, providing a more perpendicular crossing. The proposed amendment designates the streets between the NCRR and S. Wilmington as Industrial Streets, keeping with the existing land uses and zoning in the area, but allowing future conversion to Main Street Parallel Parking without rebuilding the curb-to-curb streets. The proposed amendment designates the streets between S. Wilmington St. and Fayetteville St. to be neighborhood streets.

The proposed amendments in Map 3 create an important connect from Carolina Pines Ave. to Illeagnes Rd. The Proposed new street aligns with existing Steel St at the north and a stub of existing right-of-way on the south. The proposed amendments also recommend extending Cherry

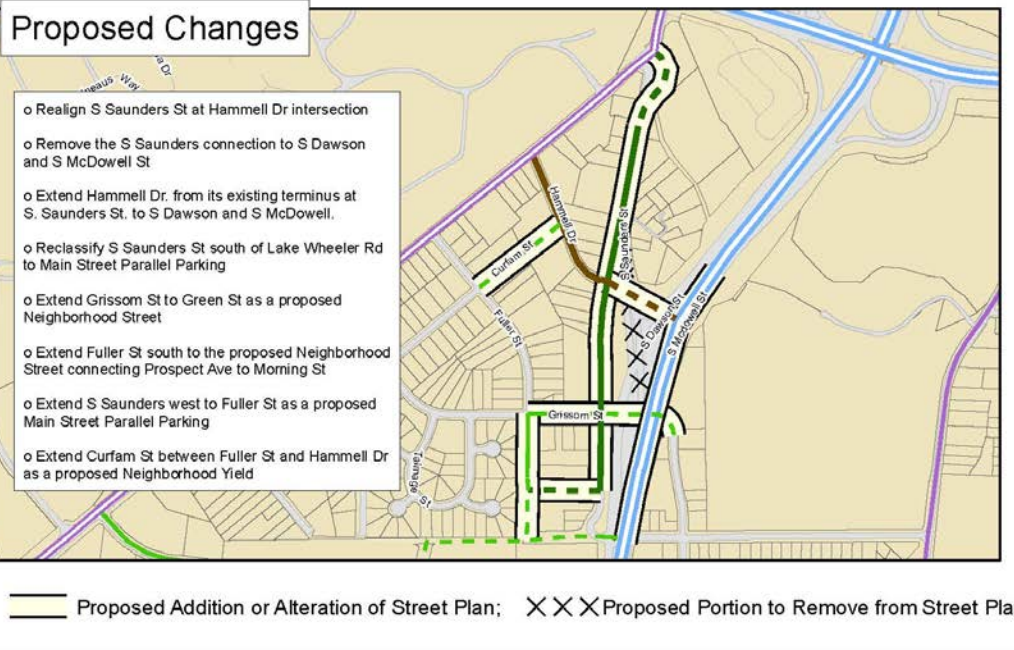
Cir to connect to this proposed street. The proposed amendments also recommend designating Pecan Rd, between Wilmington and Saunders streets as a 2-Lane undivided Avenue.

The proposed amendments in Map 4 create a new planned street to extended S. Wilmington St. to align with existing Grenelle St. and extending to the southern boundary of Raleigh's Extra-Territorial Jurisdiction (ETJ). The proposed street is designated as a 4-Lane Divided Avenue to accommodate dedicated a transit lane, a general traffic lane, and bicycle facilities in each direction. The proposed amendment also adds an extension of Wyncote St. that connects the neighborhood to the north to S. Wilmington St.

Current Street Plan



Proposed Changes

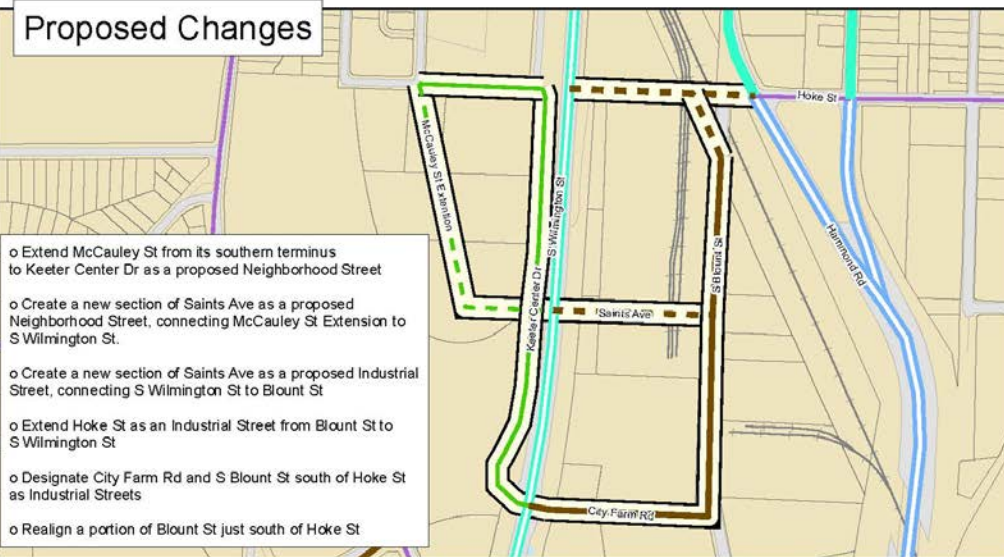


MAP 1

Current Street Plan



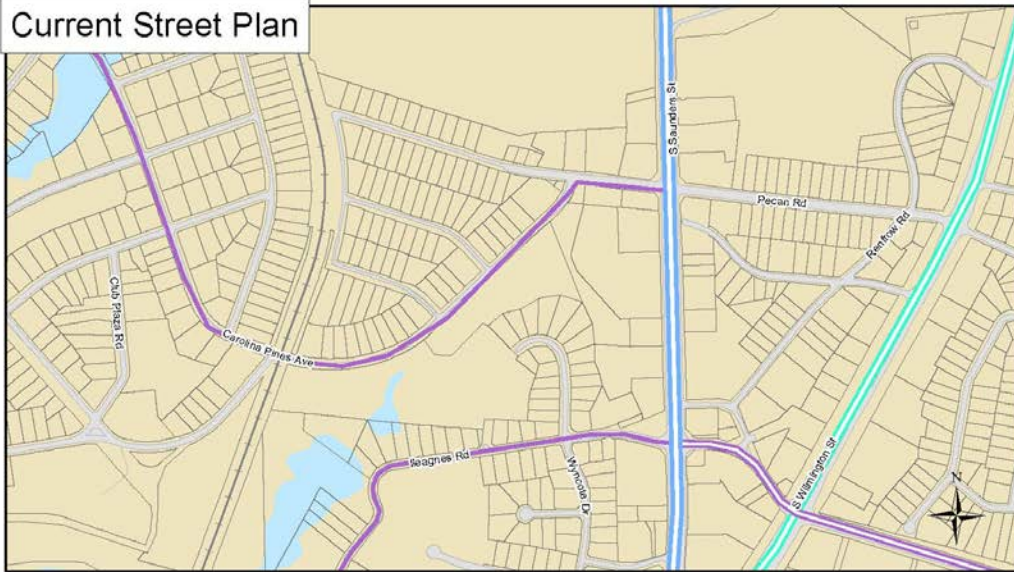
Proposed Changes



— Proposed Addition or Alteration of Street Plan; XXX Proposed Portion to Remove from Street Plan

MAP 2

Current Street Plan

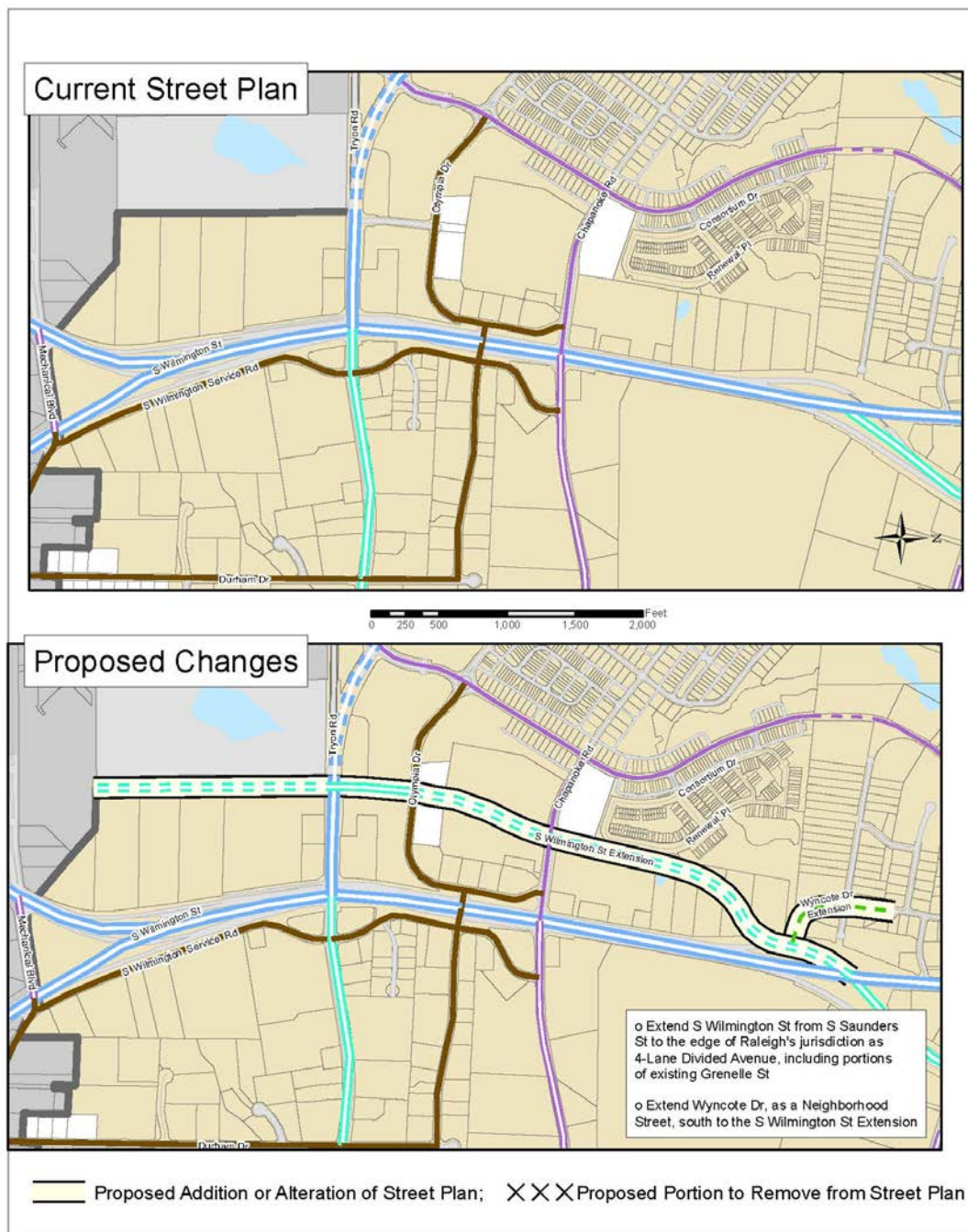


Proposed Changes



— Proposed Addition or Alteration of Street Plan; XXX Proposed Portion to Remove from Street Plan

MAP 3



MAP 4

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendments seek to adopt the street plan changes recommended by the Southern Gateway Corridor Study.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The proposed amendments enhance overall connectivity, eliminate gaps in the street system, and provide higher street network density that will increase the accessibility of nearby land uses and improve mobility options. The proposed street connections enhance not just vehicular connectivity but also pedestrian and bicycle connectivity within and to surrounding areas, to transit, and to Downtown. Realignment of major gateway corridor streamlines traffic circulation while unleashing development potential for a number of underutilized and vacant parcels. The proposed transit oriented corridor along Wilmington Street aligns with the Wake County Transit Plan and helps promote the city's goal of enhancing transit alternatives to the automobile.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendments are consistent with the following relevant Comprehensive Plan and area plan policies:

Policy LU 2.1 - Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 2.5 Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.2 Transportation in Support of Walkable Neighborhoods

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

Policy LU 4.3 Directing Transportation Investments

Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single occupancy vehicles.

Policy LU 4.9 Corridor Development

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

Policy T 1.1 Coordination with Land Use Map

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

Policy T 1.2 Right-of-Way Reservation

Support the early identification and acquisition of land for future transportation corridors through land use planning and development permitting.

Policy T 1.3 Multi-modal Transportation Design

Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multi-modal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.

Policy T 1.4 Increasing Mobility Choice

Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.

Policy T 2.1 Integration of Travel Modes

Promote and develop an integrated, multimodal transportation system that offers safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation.

Policy T 2.2 Defining Future Rights-of-Way

As resources permit, move from "conceptual" routes for future streets to more specifically mapped future rights-of-way, backed by engineering studies. Mapping streets also determines where to install water and sewer infrastructure and reduces the need for easements across private property.

Policy T 2.4 Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 2.8 Access Management Strategies

Appropriate access management strategies (i.e. location and spacing of permitted driveways) should be applied based on a roadway's functional characteristics, surrounding land uses, and the roadway's users.

Policy T 2.12 Interjurisdictional Transportation Planning

Continue to work with regional planning partners and local transportation agencies to coordinate transportation planning, operations, and funding priorities and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.

Policy T 2.16 Assessing Changes in Road Design

Subject all proposed changes to the treatment of existing vehicular rights-of-way, such as changes to the number and type of travel lanes, to a study prior to implementation to determine the impacts on the larger network and the level of service of all relevant modes.

Policy T 2.17 Bridge Improvements

Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued.

Policy T 3.2 Accommodating Multiple Users

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate right-of-way for safe and convenient movement for all users including bicyclists, pedestrians, transit riders, and motorists. Manage the use of rights-of-way to best serve future travel demand (e.g., Multimodal Streets—incorporate wider sidewalks where appropriate).

Policy T 4.1 Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households.

Policy T 4.3 Fixed Guideway Priorities

Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

Policy T 4.4 R.O.W. Reservation for Transit

Preserve right-of-way for future transit and require that new development and redevelopment provide transit easements for planned alignments, rail stations, and bus

stops within existing and planned transit corridors as identified in the Regional Transit Vision Plan.

Policy T 4.15 Enhanced Rider Amenities

Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.2 Incorporating Bicycle and Pedestrian Improvements

All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan.

Policy T 5.3 Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

Policy T 5.4 Pedestrian and Bicycle Network Connectivity

Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots.

Policy T 5.6 Bridges, Underpasses, and Interchanges

Pedestrians and bicyclists shall be accommodated on roadway bridges, underpasses, and interchanges (except on roadways where they are prohibited by law). Bicycle lanes and wide sidewalks should be included on all new bridges and underpasses (requires NCDOT coordination on statemaintained roads).

Policy T 5.9 Pedestrian Networks

New subdivisions and large-scale developments should include safe pedestrian walkways or multi-use paths that provide direct links between roadways and major destinations such as transit stops, schools, parks, and shopping centers.

Policy T 5.11 New Bike Routes

Convert underused right-of-way along travel lanes and railroad corridors to bikeways or widen outside lanes wherever possible and desirable.

Policy T 7.1 Safety Improvements

Work with all parties necessary to improve the multi-modal transportation system so that safe routes for motorists, transit riders, bicycles, and pedestrians are provided.

Policy T 7.2 Traffic Calming

Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets.

Policy ED 1.1 Corridor Revitalization

Stimulate the revitalization and redevelopment of Raleigh's aging commercial corridors and centers through the use of targeted economic development programs, zoning, land use regulations, public investments in infrastructure, and incentives.

Policy ED 1.3 Gateway Reinvestment

Focus reinvestment efforts on those commercial areas that also serve as key gateways to the city and downtown, such as Capital Boulevard, New Bern Avenue, and South Saunders Street.

Policy ED 3.13 Transit and Economic Growth

Provide high-quality transit service as a basic and necessary component of the region's transportation system in an increasingly competitive arena for attracting employers, linking businesses to workers, and maintaining a high quality of life.

Policy ED 5.2 Creating Investment Opportunities

In areas needing reinvestment and revitalization, create investment opportunities for new housing and employment through land assemblage incentives, site preparation, and public infrastructure improvements.

Policy RC 1.1 Regional Transit Planning

Work with other regional jurisdictions and stakeholders to improve regional transit, including regional rail, through coordinated land use and transportation planning, investment in transit infrastructure, and alternative funding methods.

Policy RC 1.5 Reducing Regional VMT

Support efforts to reduce traffic congestion and decrease vehicle miles traveled through cross-jurisdictional transit-oriented design and transportation planning programs.

Policy RC 1.6 Pedestrian and Bicycle Links

Expand regional accessibility and linkages for pedestrians and bicyclists.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a

result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
The proposed amendments recommending BRT improvements along Wilmington Street aligns with the recently adopted Wake County Transit plan.
- D. Existing or planned roadways;**
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

Policy LU 4.5 - Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy T 2.3 - Eliminating Gaps

Eliminate "gaps" in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.6 - Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATORS:

Jason S. Myers, AICP, 919-996-2166, jason.myers@raleighnc.gov

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Staff Report – CP-4B-16

Comprehensive Plan Amendment

Area Plan 17.1 Southern Gateway Corridor

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate a new area plan. The proposed amendment would create new area plan titled **17.1 Southern Gateway Corridor**. The policies and actions presented in this section are intended to implement the recommendations of the Southern Gateway Corridor Study report. The complete corridor study plan document can be found on the City's website.

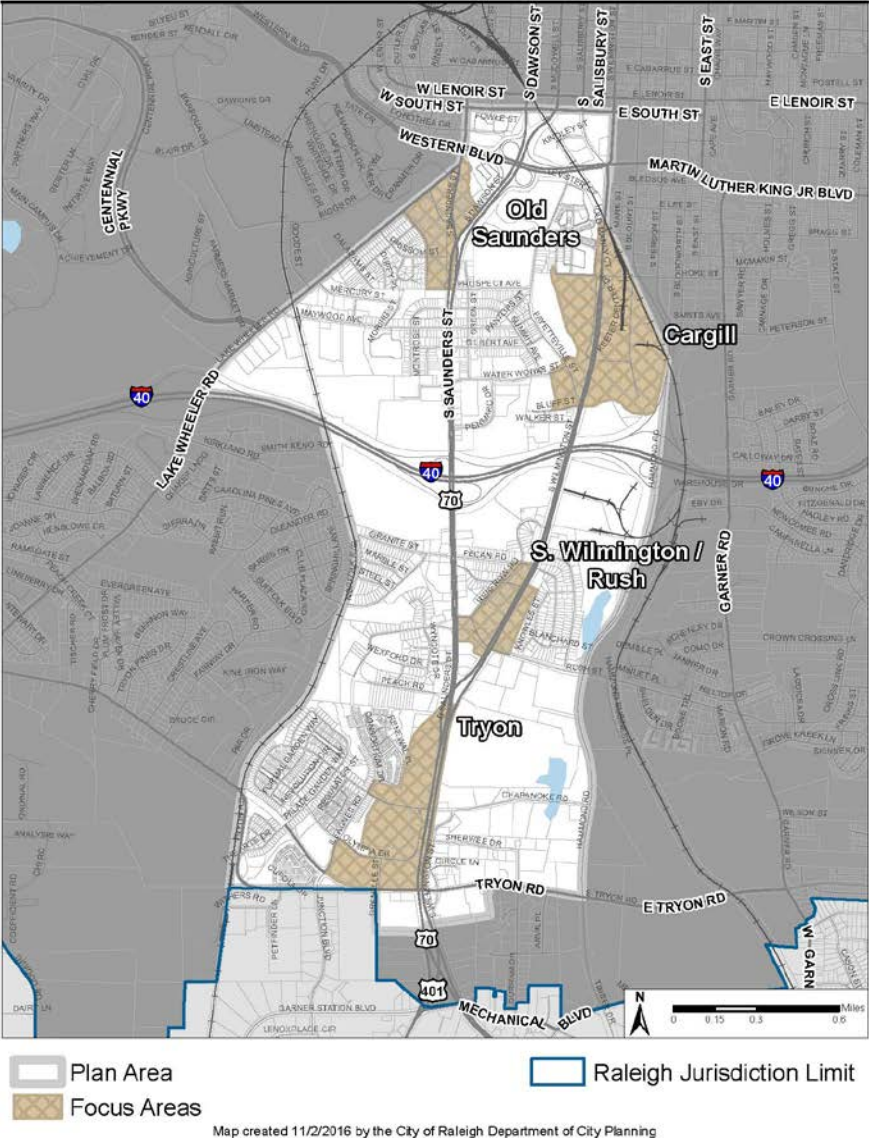
The new area plan section would be as follows:

17.1 Southern Gateway Corridor

This corridor plan addresses the area shown in Map AP-SG1. The Plan area encompasses a large land area, extending south from downtown Raleigh at MLK Boulevard to the intersection of S. Wilmington and Tryon Road, and from Lake Wheeler Road east to Hammond Road. S. Wilmington Street is designated as a multi-modal corridor in the City's growth framework map while both the gateway corridors north of I-40 falls within the Downtown Regional Center designation. Most of the project area falls within the city's targeted economic development area with the exception of the area to the east of S. Saunders between Pecan Road and Tryon Road.

This area of Raleigh includes or borders several distinct neighborhoods; however, the major corridors serve to divide these neighborhoods, and the adjacent land uses along these gateway corridors into downtown lack a cohesive character and identity. There are many vacant, deteriorated, and/or underutilized sites and buildings that contribute to the negative character and perception of this area. Therefore, the planning goals of this area are to implement improvements, generate strategies for connectivity, identify infrastructure investments, implement public realm improvements, and protect natural resources in order to support growth and reinvestment.

AP-SG1: Southern Gateway Plan Area



Overall Plan Area

The following policies generally apply to the overall plan area and help identify some of the major themes addressed in the area plan.

Policy AP-SG-1 Targeted Investments

Concentrate public infrastructure investments and redevelopment priorities into the four key focus areas locations at S. Saunders, Cargill, S. Wilmington/Rush Street, and Tryon Center. Promote a mix of residential, office, and retail uses adjacent to established neighborhoods.

Policy AP-SG-2 S. Wilmington Street Transit Corridor

Reposition S. Wilmington Street into a complete street extending all the way to Tryon Road that maintains two lanes for vehicle traffic and establishes separated bicycle facility, and dedicated transit lanes for Bus Rapid Transit.

Policy AP-SG-3 Improve Connectivity

Enhance connectivity throughout the district with improved intersections, additional sidewalks, shared-use trails, and on-road bike facilities, to link neighborhoods to each other, as well as to the redesigned S. Wilmington Street.

Policy AP-SG-4 Redevelopment with Public Private Partnerships

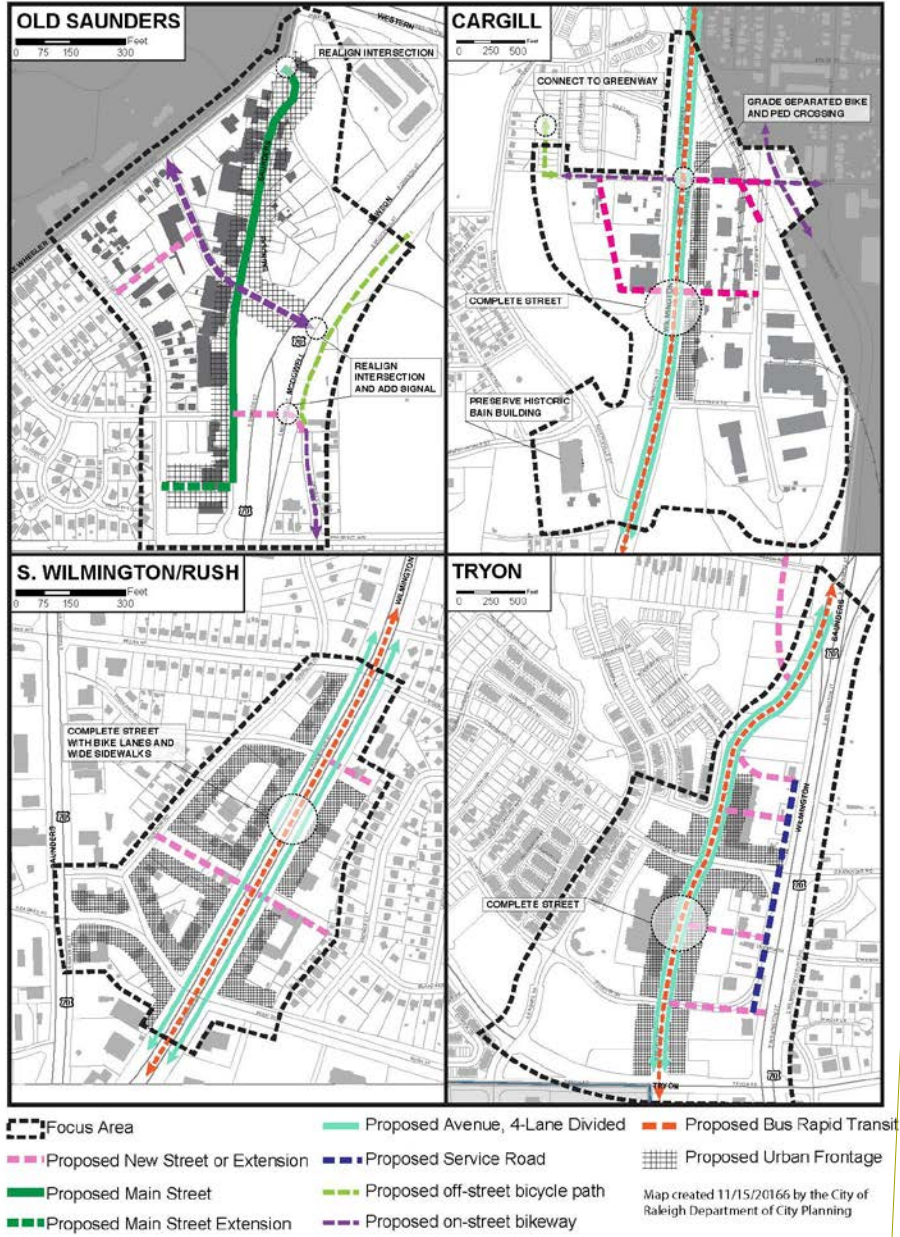
Seek opportunities for public-private partnerships to catalyze major redevelopment projects identified within the southern gateway plan district with supporting infrastructure investments.

Policy AP-SG-5 Improve Greenway Trail Connections

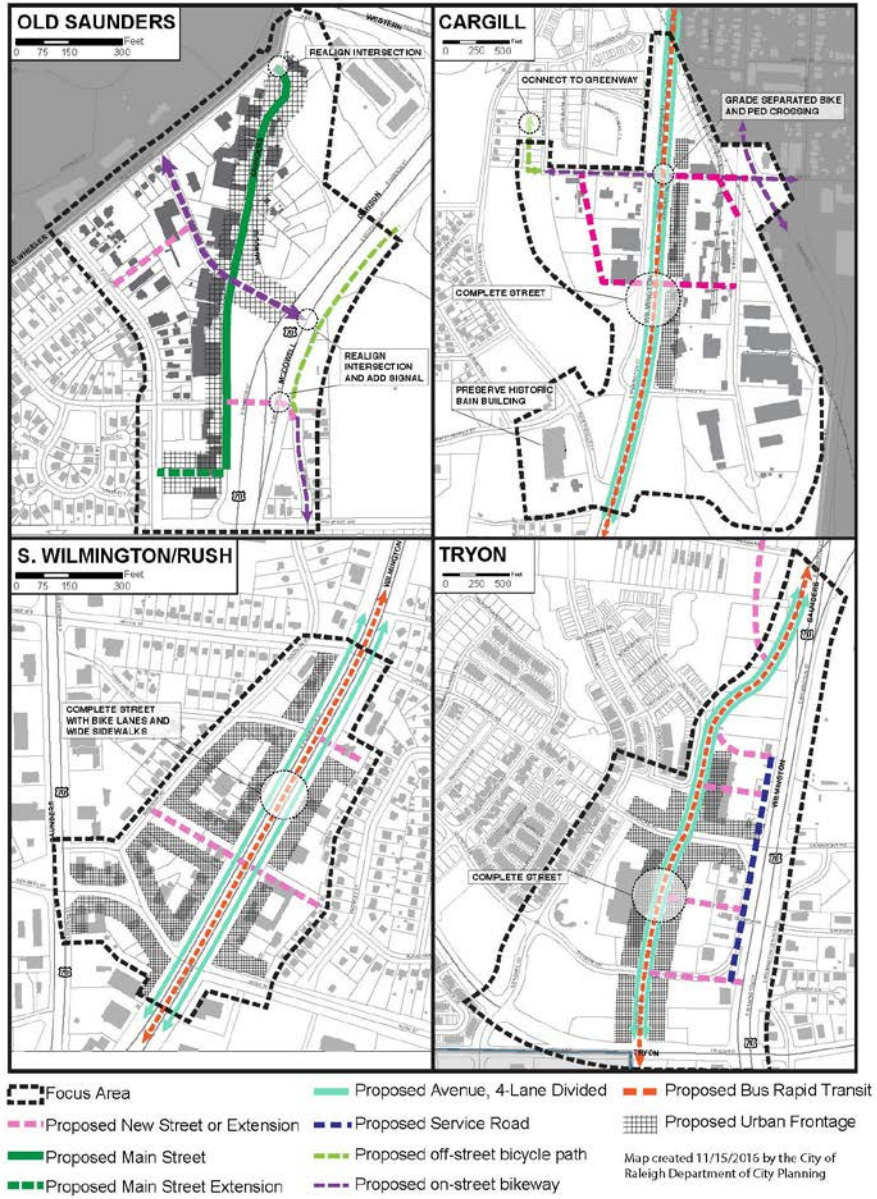
New development within the district should link to and extend the greenway trail system that links areas south of I-40 to each other and to downtown, Dorothea Dix Park, and the State Farmers Market. Improve connections to the Capital Area Greenway System with the incorporation of green infrastructure.

Four target locations, each with its own scale and character, are identified as key focus areas with opportunities for development as identified in Map AP-SG2. Each focus area can take various physical forms in scale, complexity, and architectural style depending on their location and context.

AP-SG2: Southern Gateway Focus Areas



AP-SG2: Southern Gateway Focus Areas



Old Saunders Focus Area

This focus area hinges on the realignment of S. Saunders Street between Maywood Avenue and Martin Luther King Jr. Boulevard. The development concept for the Old Saunders focus area is to capitalize on the new open space created by the realignment of streets to improve redevelopment options, create a main street, a plaza/event space, and create space for start-up businesses in the Caraleigh / Old Saunders warehouse district. Old Saunders district will borrow compatible character and scale of the existing warehouses and adjacent historic neighborhoods. A special "makers" district with entrepreneurial startup businesses would encourage new investment in this area. Special consideration should be given to protect and complement the historic character of the adjacent Caraleigh neighborhood. Redevelopment along Lake Wheeler Road should be reevaluated as part of the Dorothea Dix Master Park and Downtown Plan implementation.

Policy AP-SG-6 Warehouse Adaptive Reuse

Encourage the reuse of warehouse and raw spaces in the Caraleigh/Saunders focus area to attract small businesses in the emerging "maker" industry. It would be advantageous for these businesses, such as tech shops, brewers, alternative/indoor farming, to be located close to downtown to build new businesses and a community.

Policy AP-SG-7 Preserving the Historic Character

New development and redevelopment should borrow design cues from the existing warehouses and complement the historic character of the adjacent neighborhoods such as Caraleigh.

Policy AP-SG-8 Main Street Character of S. Saunders

New buildings and additions along old S. Saunders Street should use an urban approach to frontage, and placed close to the street with no parking between the lot line and building facade. Ground floor retail should create a retail-serving Main Street that can capitalize on traffic generated by a destination park on Dix Hill.

Policy AP-SG-9 Redevelopment between Old S. Saunders and S.Dawson Streets

Developable parcels between Old S. Saunders Street and S.Dawson Street (southbound) should support a mix of office and service uses framing a welcoming gateway to downtown Raleigh.

Policy AP-SG-10 Redevelopment of Lake Wheeler Road

Development along Lake Wheeler Road should create an attractive and prominent edge to Dorothea Dix Park. Higher densities will capture value from the park and put more users within close proximity.

Cargill Focus Area

Bound by S. Wilmington Street, Hammond Road and I-40, access to the Cargill site is limited by railroad tracks, streams, terrain, and driveway connectivity constraints. Successful redevelopment will require significant access improvements, especially for pedestrians, bicycles, and transit. Cargill represents a long-term opportunity for mixed use, primarily office, but could include light warehouse, residential, a special single use or a special civic use. Its close proximity to the downtown core represents a unique opportunity to provide quality office space at rates less costly than downtown.

While development may be many years out, this site represents one of the last few major redevelopment areas within the downtown catchment. Much of the private property is currently in industrial use by Cargill and in warehouse use by commercial businesses. The City of Raleigh has operational uses on significant parcels in the land area.

Policy AP-SG-11 Redevelopment of Cargill Site

Encourage relocation of industrial uses in the Cargill focus area to support a compatible mix of urban office and housing uses. New housing can bridge the gap and provide much needed context for a transformation of the housing in the area.

Policy AP-SG-12 Land Uses

Encourage mixed-uses, primarily office uses that could include light warehouse, high density residential, a special single use or a special civic use in the mixed use area to the east of the proposed S. Wilmington transit corridor.

S. Wilmington / Rush Focus Area

The recommended transportation improvement with the greatest potential for catalyzing redevelopment of the S. Wilmington Street Focus Area is the conversion of S. Wilmington Street to a major transit corridor with greatly enhanced bicycle and pedestrian facilities and connections. This focus area will transform the intersections of Rush and Pecan with S. Wilmington Streets to create a vibrant core, linking several isolated communities and breathing new life into this part of the study area. The strategy for this area focuses on mixed income housing and local service retail.

Policy AP-SG-13 Wilmington/Rush TOD Neighborhood

New development in the S. Wilmington / Rush Street Focus Area should include a mix of land uses, heights, and urban frontages needed to support a new transit station in the vicinity of Pecan Road and Rush Street. Mixed-income housing is encouraged and should be pursued in this area. The development pattern should emphasize walkability.

Tryon Focus Area

The Tryon focus area will continue to serve the large number of commuters passing by each day, while creating a commercial gathering place for the Renaissance Park community. The Tryon focus area enjoys the most dynamic retail environment within the corridor, with a thriving ethnic business cluster. A development strategy embraces a more robust commercial and mix of uses. The most critical element of this approach is the extension of S. Wilmington Street on new alignment south to Tryon Road. This facility would cross S. Saunders Street at the existing flyover location, continuing southward on the western side. Not only does this new facility separate local traffic from US 70/401, it also provides an alternate route for northwest Garner traffic. The conversion of S. Wilmington Street to a dedicated transit corridor with enhanced bicycle and pedestrian facilities provides yet another option for reducing traffic on US 70/401.

Policy AP-SG-14 Renaissance Park Hub

The Renaissance Park area should serve as a southern hub for the S. Wilmington Street transformation at Tryon Road. New retail development will serve commuters and residents alike, along with a potential mix of office and institutional uses.

Policy AP-SG-15 S. Wilmington Extension as Central Spine

Extend S. Wilmington Street as a central spine for new mixed-use, commercial, and transit oriented development. A fresh mix of retail, office, and apartments could complete the Renaissance Park development with a bustling town center, replete with services, shops, and a viable transit hub including a park-and -ride facility.

Policy AP-SG-16 Hammond Road Alternative

Hammond Road, which becomes Timber Drive in Garner, carries far less traffic than its capacity. Support NCDOT plans to convert the intersection of Timber Drive and US 70 to an interchange to reduce recurring delay at this location, and use wayfinding to encourage use of Hammond Road as a convenient alternative to S. Saunders Street.

Policy AP-SG-17 Connection to Garner

Develop a major transit hub and supporting connecting infrastructure with the conversion of the flyover to facilitate the S. Wilmington Street Extension to Tryon Road, and potentially to Garner Station Boulevard.

Policy AP-SG-18 Enhance Overall Connectivity

Create a more robust street network providing alternate routes and reducing the need for short or east-west trips to use US 401. Bicycle and pedestrian options would also be improved and more efficient transit routing and access provided.

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendments reflect new planning and design recommendations of the Southern Gateway Corridor Plan focused on S. Saunders and S. Wilmington Streets, Raleigh's main southern gateway corridors providing connection into Raleigh.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The amendment helps further the overall growth objectives of the Comprehensive Plan, including directing growth to designated growth centers and multi-modal corridors, orienting development towards proposed transit investments, and promoting sustainable development patterns.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant current Comprehensive Plan and area plan policies:

Policy IM 4.1 Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space

improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

Policy LU 2.1 Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy LU 2.5 Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Policy LU 4.2 Transportation in Support of Walkable Neighborhoods

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

Policy LU 4.5 Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy LU 4.6 Transit-Oriented Development

Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.

Policy LU 4.7 Capitalizing on Transit Access

Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.

Policy LU 4.8 Station Area Land Uses

Complementary mixed-uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.

Policy LU 4.9 Corridor Development

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor

programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

Policy LU 6.1 Composition of Mixed-Use Centers

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

Policy LU 6.2 Complementary Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City’s livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

Policy LU 6.3 Mixed-Use and Multi-Modal Transportation

Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.

Policy LU 7.1 Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy LU 7.6 Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

Policy LU 8.1 Housing Variety

Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types.

Policy LU 8.3 Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

Policy LU 10.1 Mixed-Use Retail

Encourage new retail development in mixed use developments.

Policy LU 10.6 Retail Nodes

Retail uses should concentrate in mixed use centers and should not spread along major streets in a linear “strip” pattern unless ancillary to office or high-density residential use.

Policy T 1.3 Multi-modal Transportation Design

Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multi-modal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and

employment areas.

Policy T 1.4 Increasing Mobility Choice

Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 2.17 Bridge Improvements

Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued.

Policy T 3.1 Complete Street Implementation

For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state maintained roads within the City's jurisdiction.

Policy T 4.1 Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households.

Policy T 4.3 Fixed Guideway Priorities

Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.3 Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

Policy T 5.6 Bridges, Underpasses, and Interchanges

Pedestrians and bicyclists shall be accommodated on roadway bridges, underpasses, and interchanges (except on roadways where they are prohibited by law). Bicycle lanes and wide sidewalks should be included on all new bridges and underpasses (requires NCDOT coordination on state maintained roads).

Policy T 5.7 Capital Area Greenway

Treat the Capital Area Greenway Trail system as part of the City's transportation network for bicycles and pedestrians and plan connections to the system accordingly.

Policy T 5.11 New Bike Routes

Convert underused right-of-way along travel lanes and railroad corridors to bikeways or widen outside lanes wherever possible and desirable.

5. The impact the proposed amendment has with regard to:

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

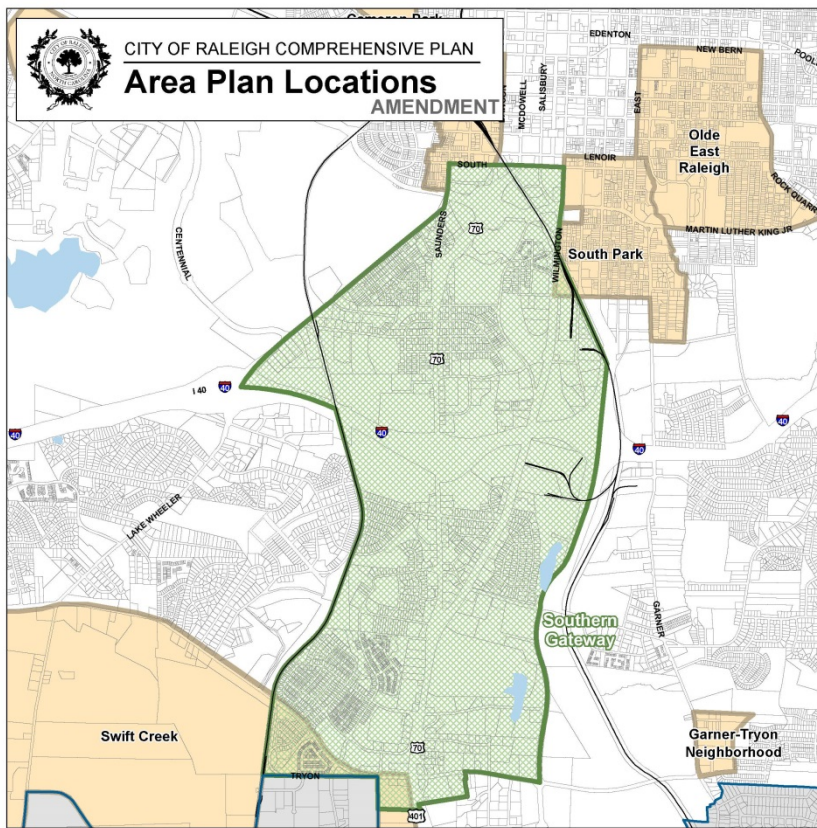
Dhanya P. Sandeep AICP, dhanya.sandeep@raleighnc.gov, 919-996-2659

Staff Report – CP-4C-16

Comprehensive Plan Amendment

Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to the Map AP-1 Area Plans Locations, a section within the 2030 Comprehensive Plan. The proposed amendment would add the corridor plan boundary of the new area plan 17.1 Southern Gateway Corridor to Map AP-1.



MAP AP-1 Amendment

Area Plans

Area Plan Added

Raleigh Jurisdictional Limit



0 0.1 0.2 0.4 Miles

Map created 9/12/2016 by the City of Raleigh
Department of City Planning

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment ensures internal consistency and accuracy between all 2030 Comprehensive Plan maps.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

n/a

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy IM 4.1 Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated "special study area" on the Future Land Use Map.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
The proposed Southern Gateway Corridor plan boundary, upon adoption, will provide area specific guidance including roadway and street connections that are recommended through the Southern Gateway Corridor study. The associated roadway improvements will be adopted through a separate public hearing process.
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

The proposed amendment has no impacts with regard to A-C, E and F.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

Dhanya P. Sandeep AICP, dhanya.sandeep@raleighnc.gov, 919-996-2659

September 20, 2016

Southern Gateway Corridor Report: Changes incorporated into the Draft Report based on comments received during the July-August public review period

The draft study report was released for a 30-day commenting on the city's website July-August 2016. Based on the public and staff comments received, the following changes were incorporated into the updated Southern Gateway Study report. The changes are not substantial, but provide further clarity to some areas of text. Technical adjustments were made to reflect and remain consistent with other city adopted plans.

Executive Summary

- No changes other than edits for readability and clarity.

Public Process

- Added Walnut Terrace neighborhood as a district neighborhood under District Assets map. Page 19.

Analysis

- Added the City's Historic resources map for the study area. Page 33.

Design Frameworks

Improve Connectivity:

- Revised potential street connections map to eliminate proposed extension of Fuller Street to Maywood and Montrose Streets. (due to community concerns).
- Showed prospects of extending the proposed Wilmington Street extension south of Tryon Road to Garner Town Station.
- Revised Bike/Pedestrian Connections map to reflect a proposed long term off-road greenway connector between Carolina Pines Avenue at the Norfolk Southern Rail intersection west to Carolina Pines Park.
- Added two long term greenway corridor zones along two stream corridors northeast to Walnut Creek Greenway.
- Added on –road bike way on Hammell Drive in the Old Saunders district.
- Showed prospects of extending a future bike/ped corridor along the proposed Wilmington extension south of Tryon Road to Garner Town Station.

Design Vision

- No changes other than edits for readability and clarity.

Implementation

- Added a narrative covering potential funding sources and strategies for implementation of plan recommendations.